

FIG. 1A
(PRIOR ART)

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122	G	G	S+	S-	G	G	111
122	S+	S-	G	G	S+	S-	112
122	G	G	S+	S-	G	G	113
122	S+	S-	G	G	S+	S-	114
122	G	G	S+	S-	G	G	115
	S+	S-	G	G	S+	S-	116

FIG. 1B
(PRIOR ART)

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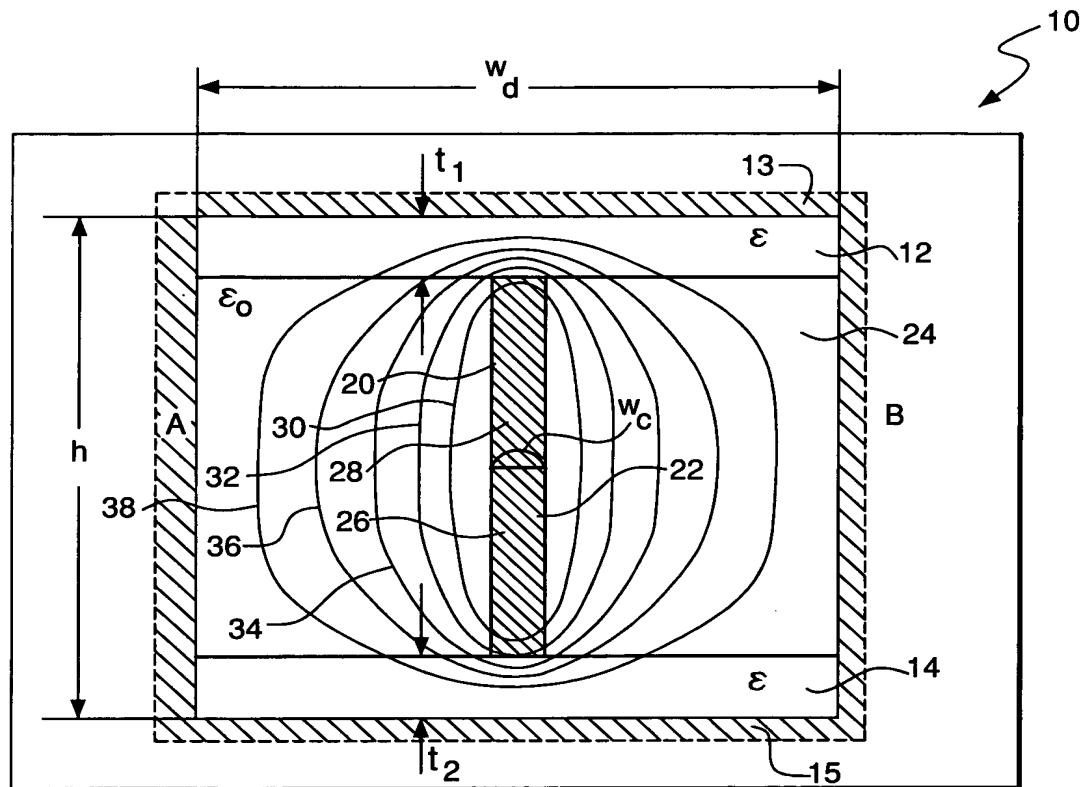


FIG. 2A

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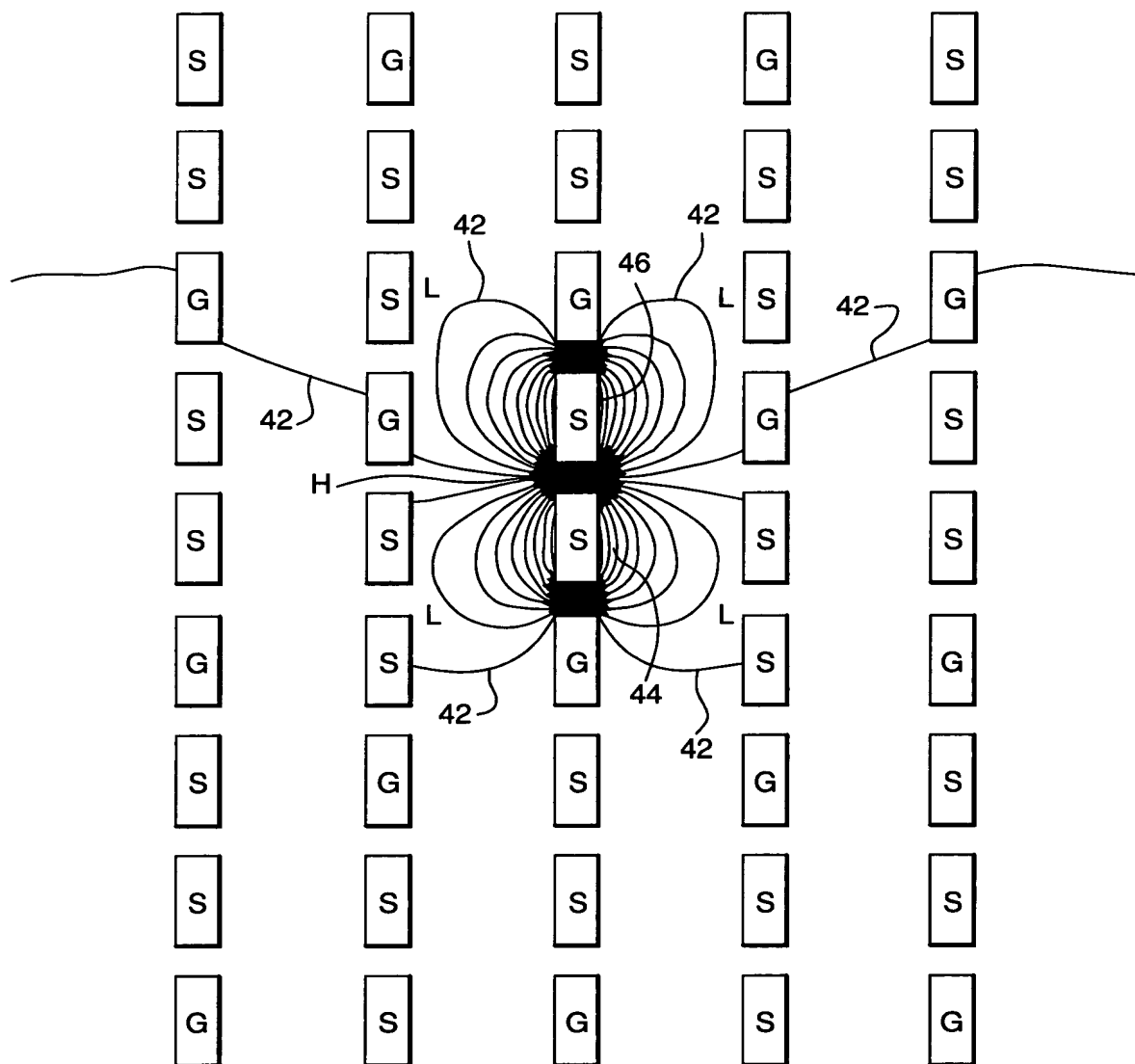


FIG. 2B

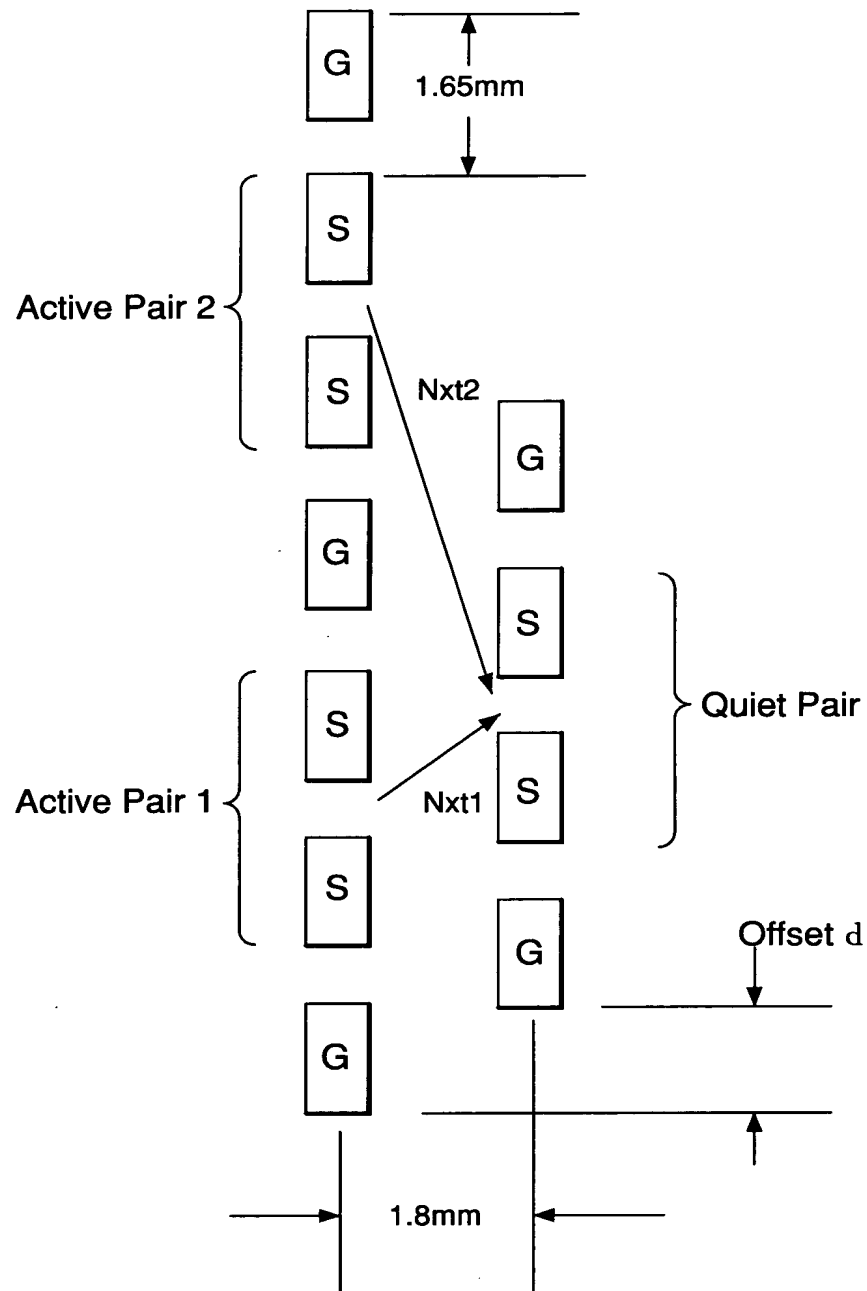


FIG. 3A

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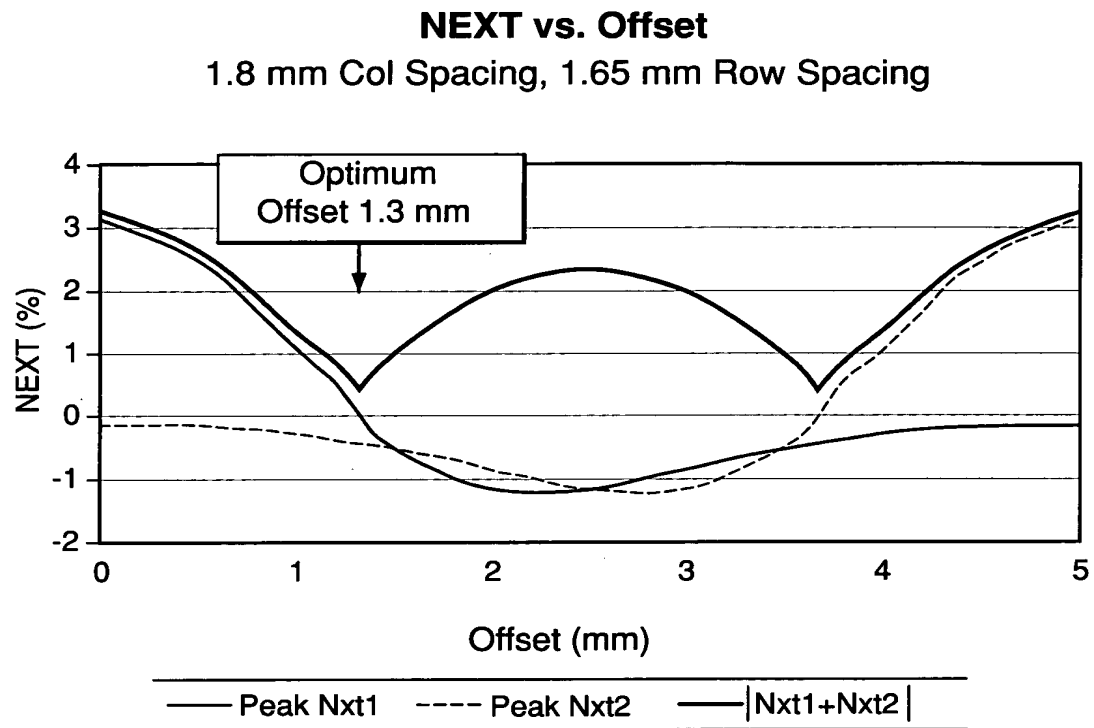


FIG. 3B

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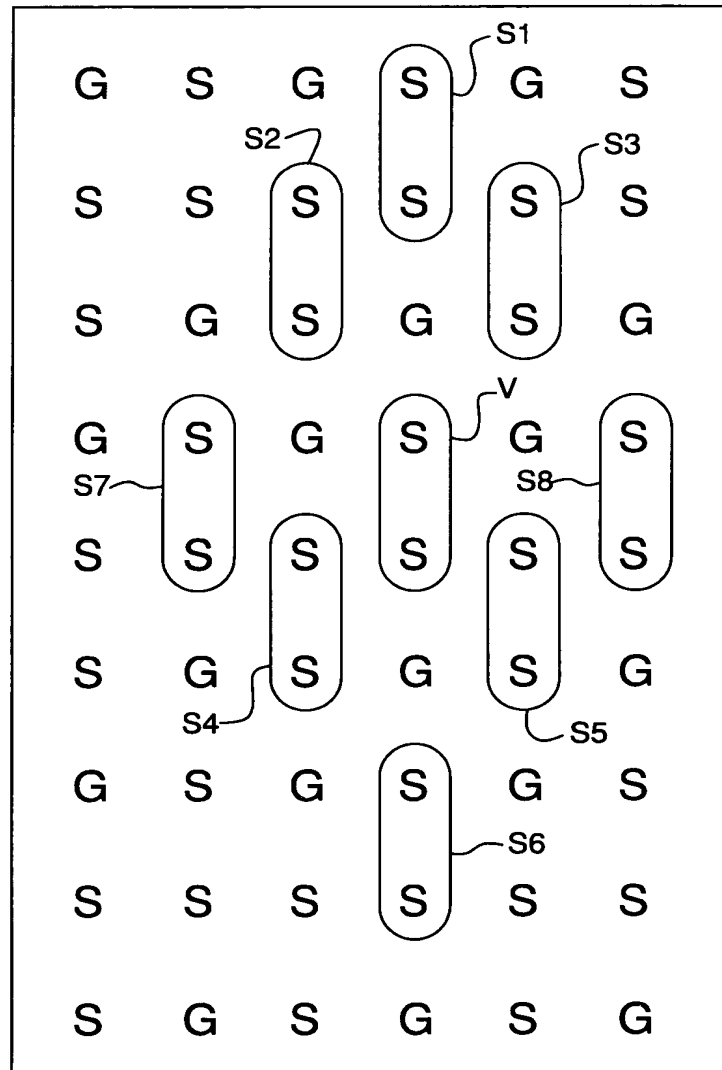


FIG. 3C

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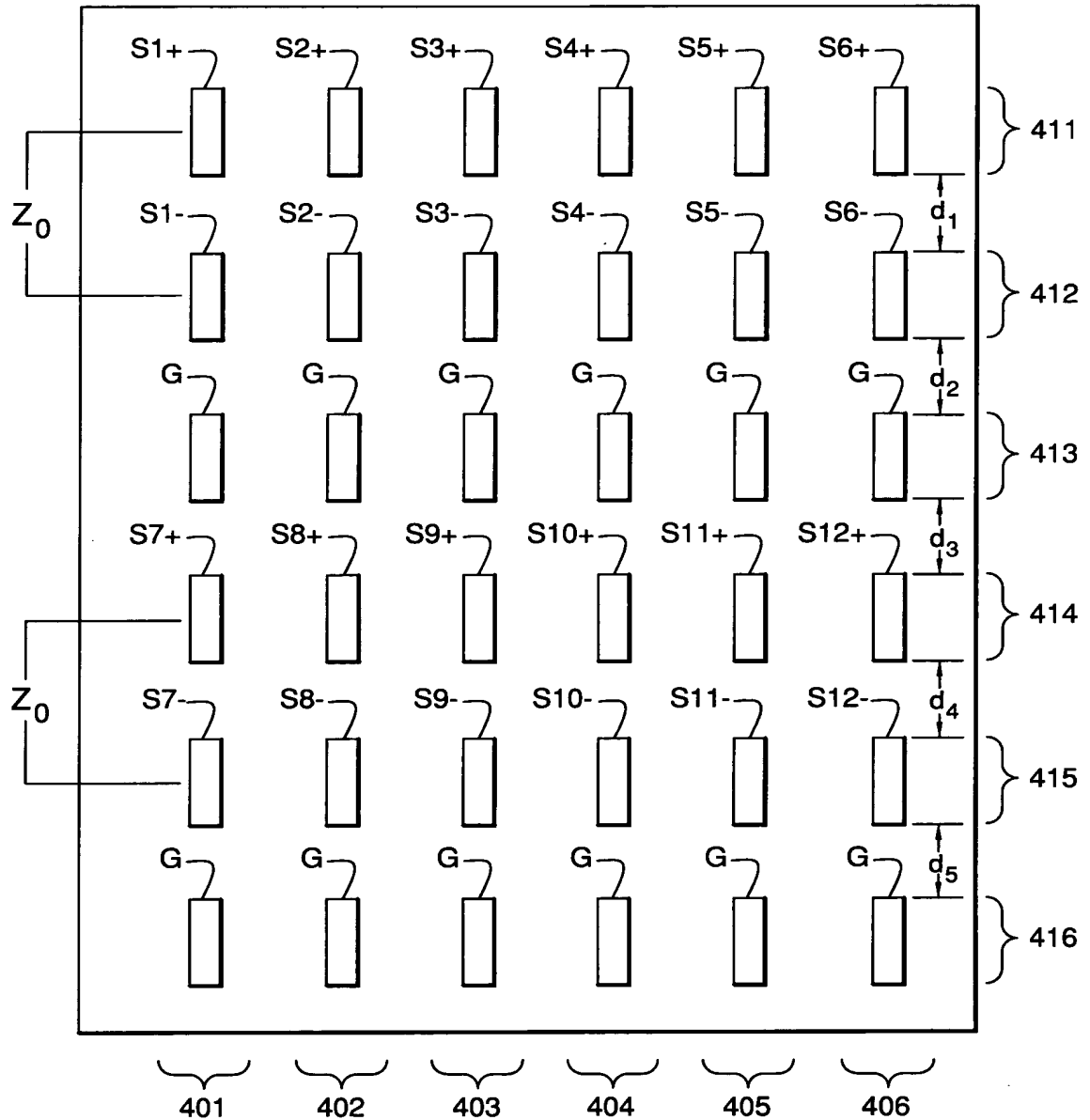


FIG. 4A

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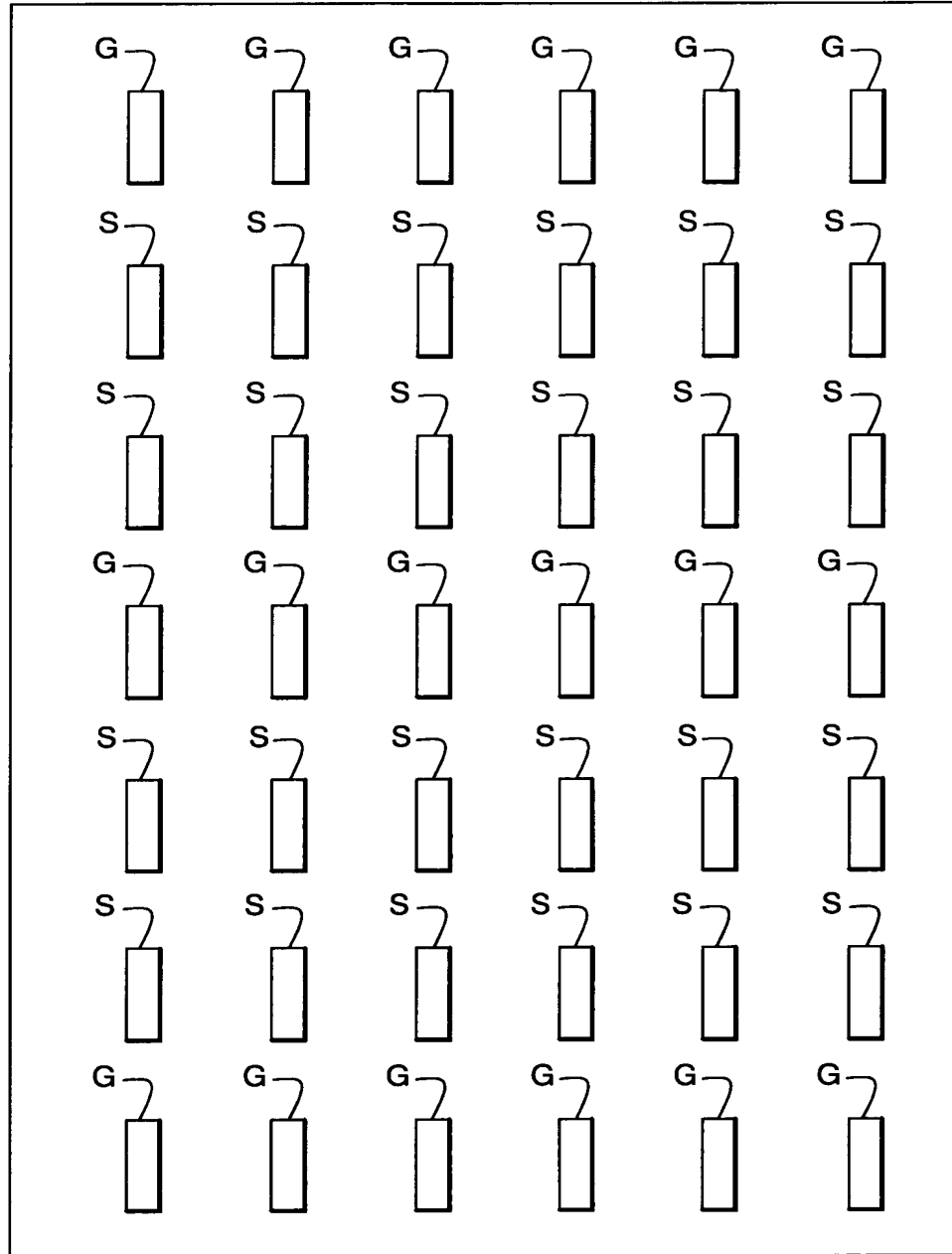


FIG. 4B

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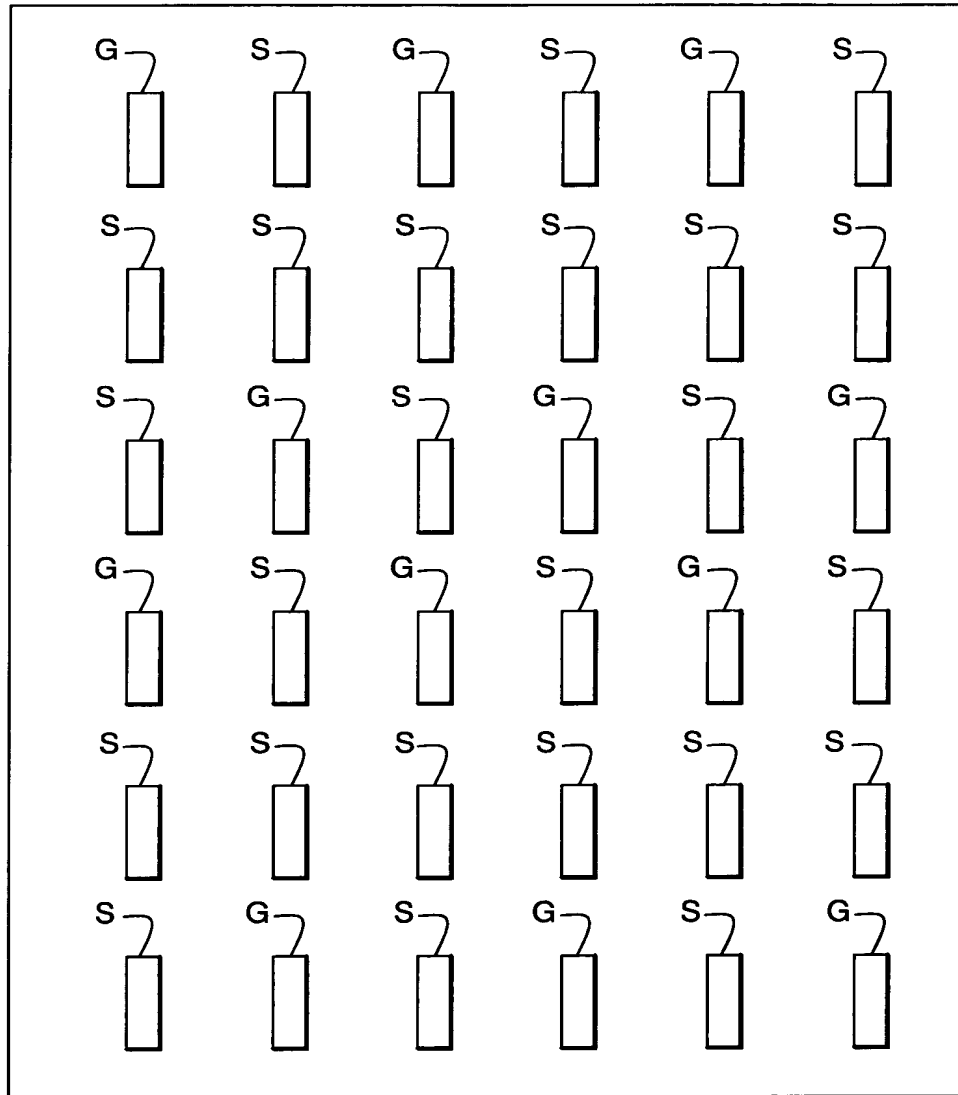


FIG. 4C

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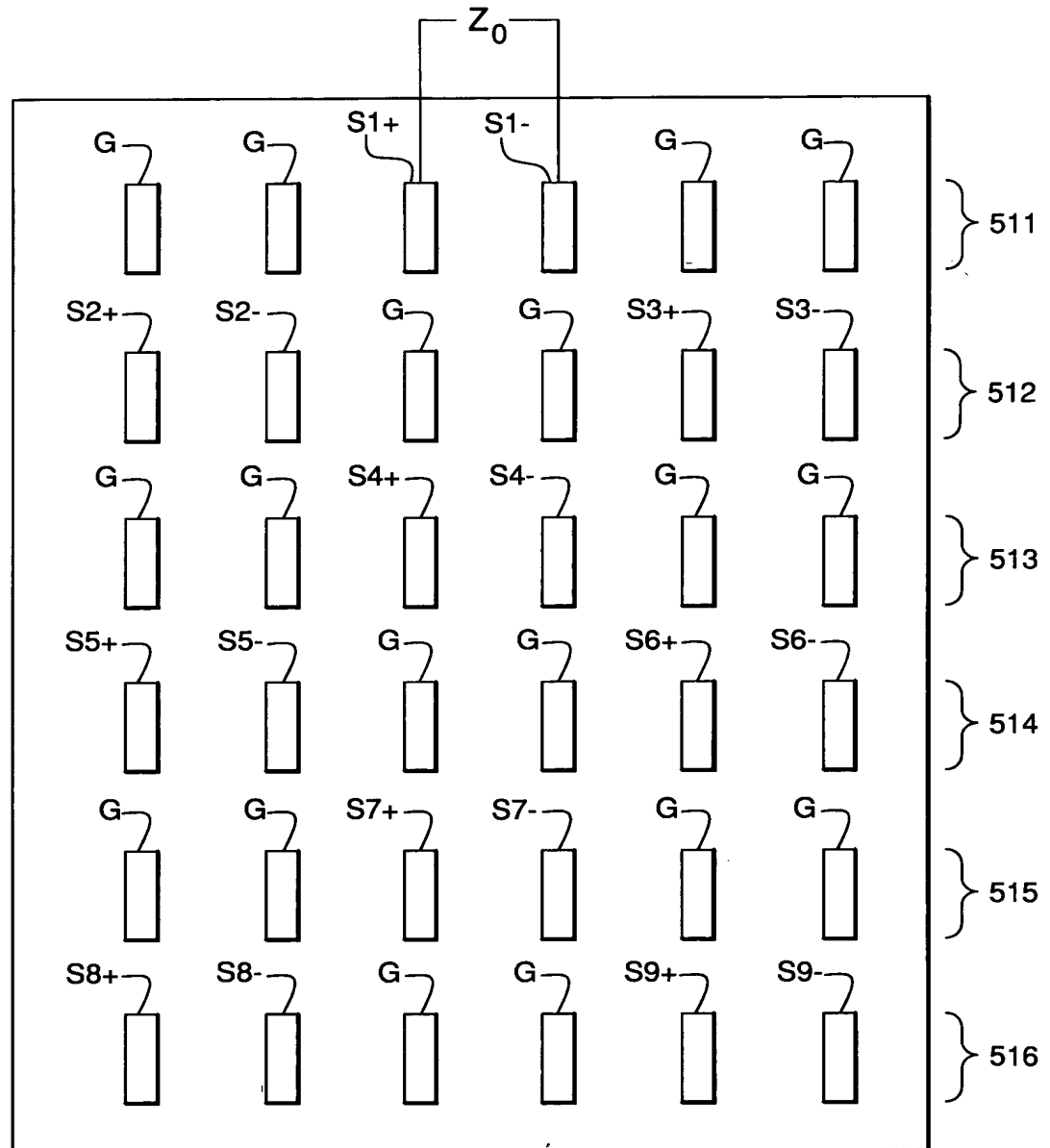


FIG. 5

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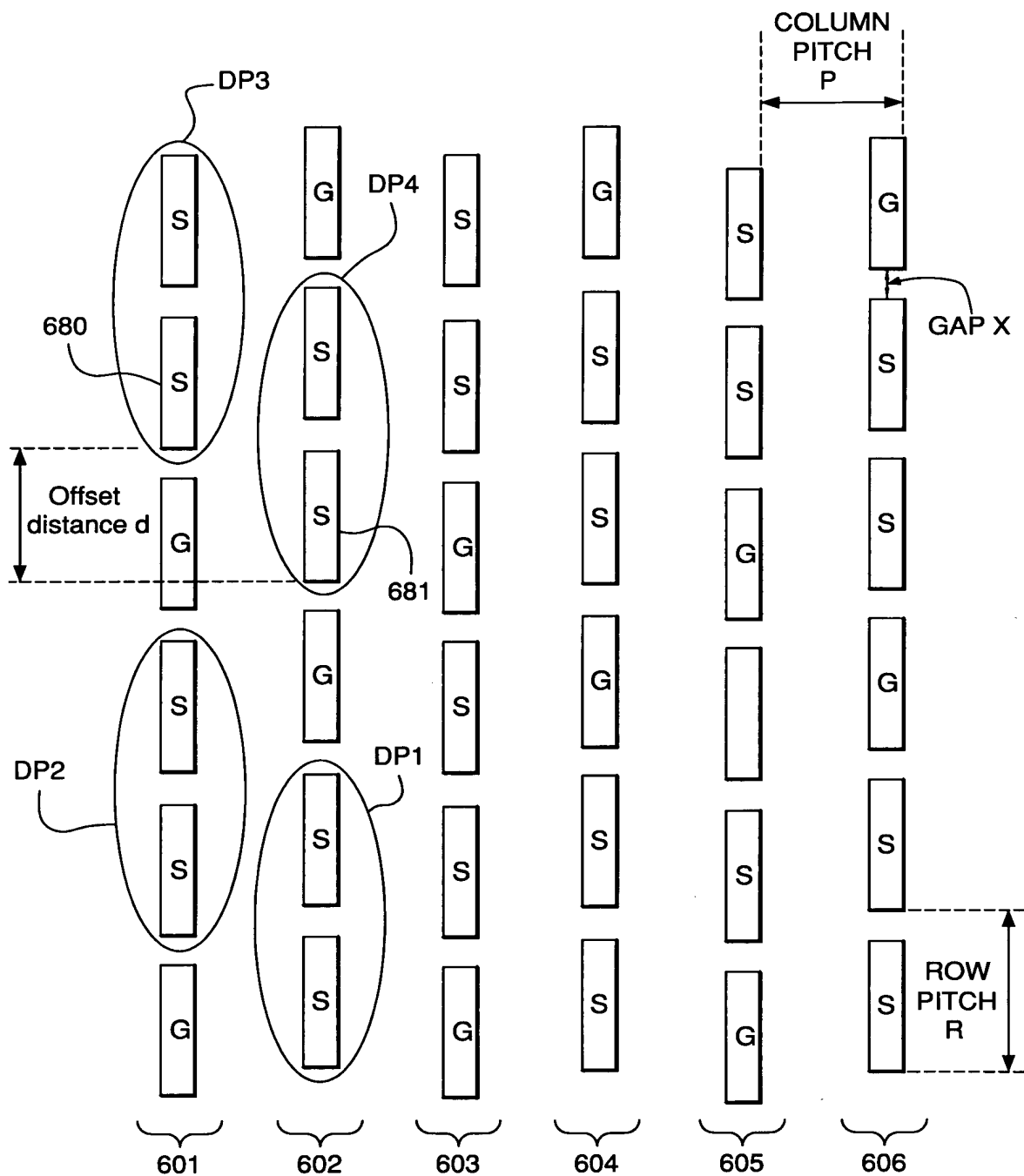


FIG. 6

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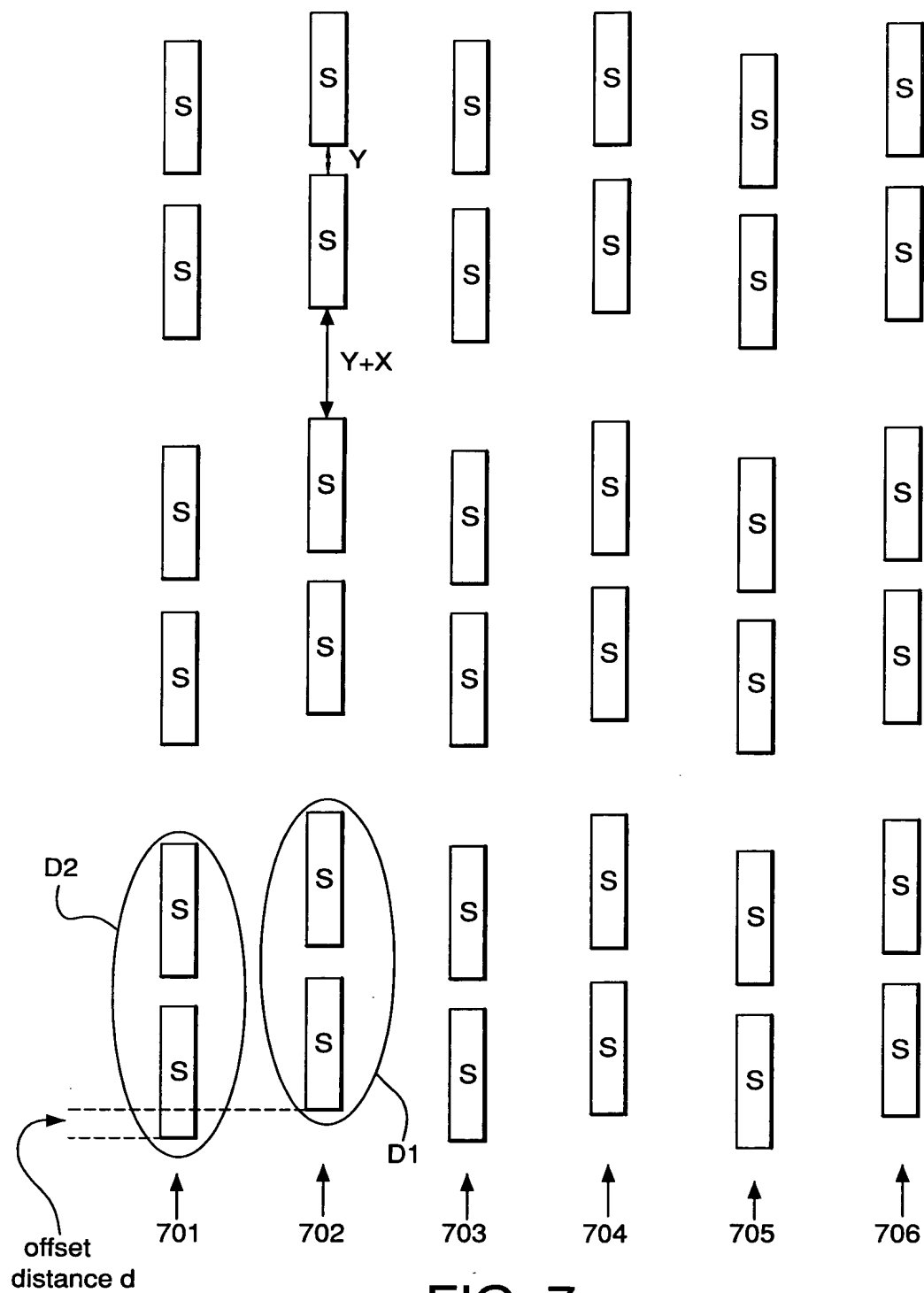


FIG. 7

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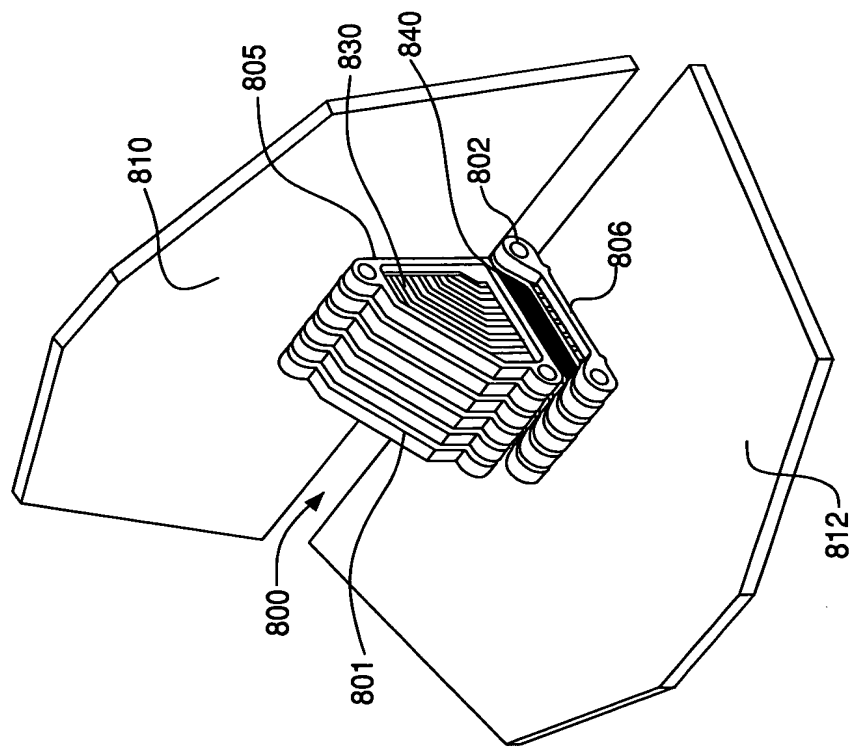


FIG. 8

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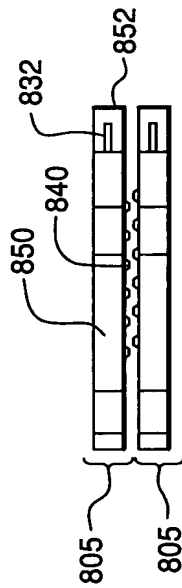


FIG. 11

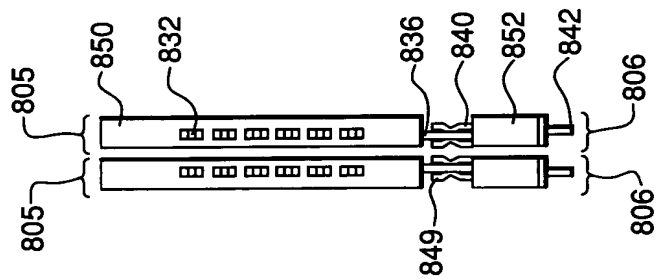


FIG. 10

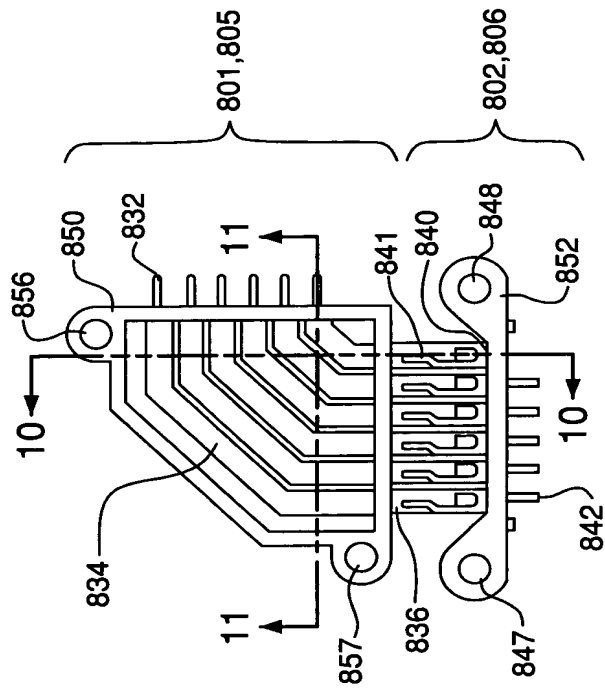


FIG. 9

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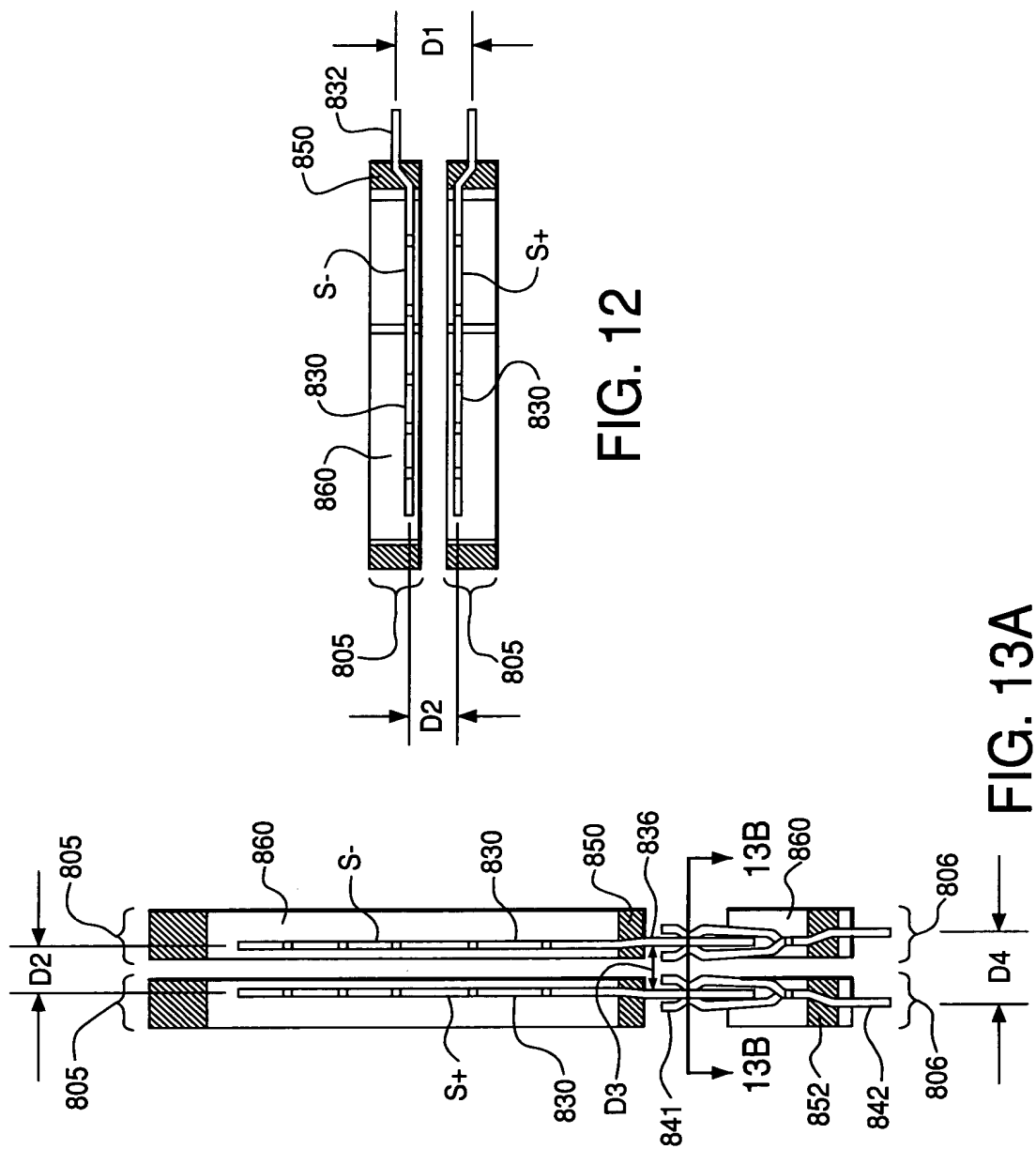


FIG. 12

FIG. 13A

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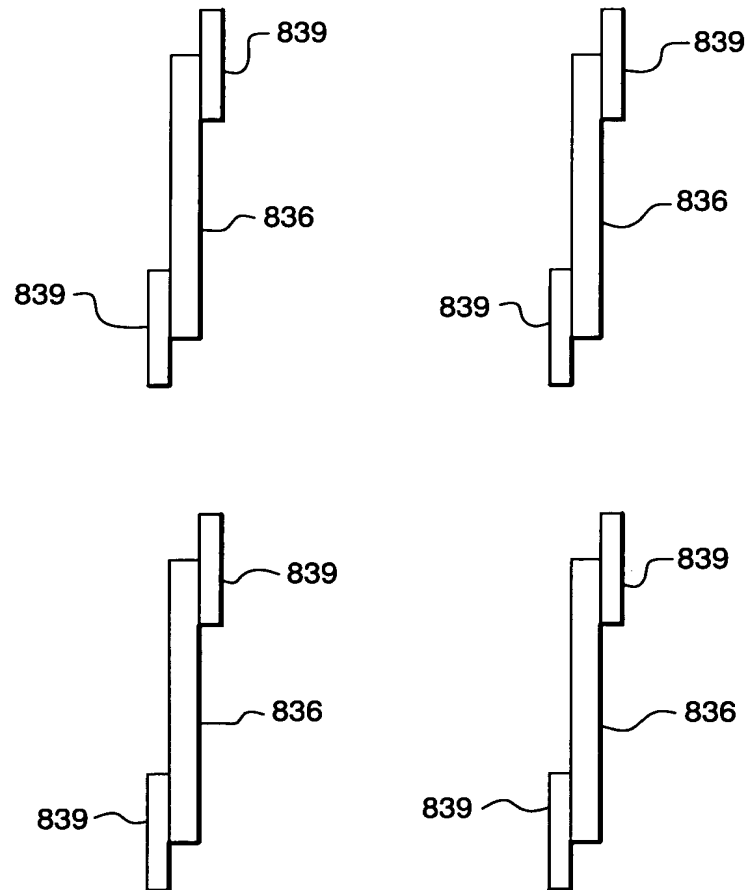


FIG. 13B

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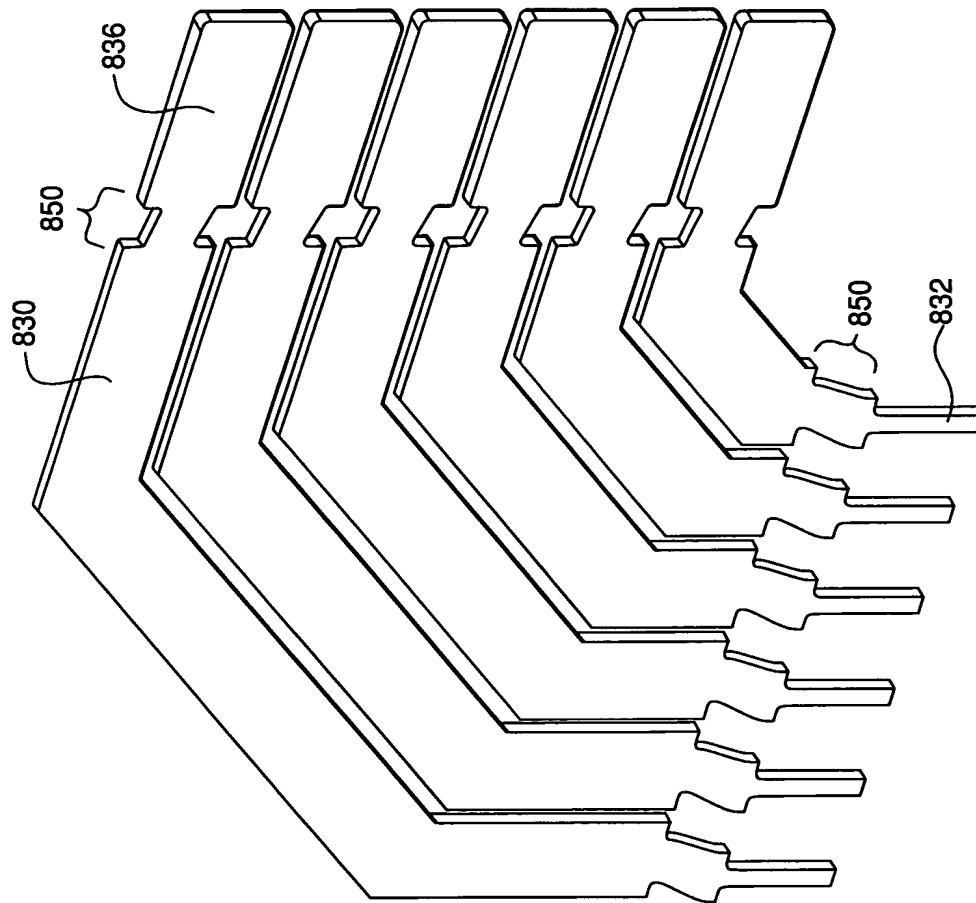


FIG. 14

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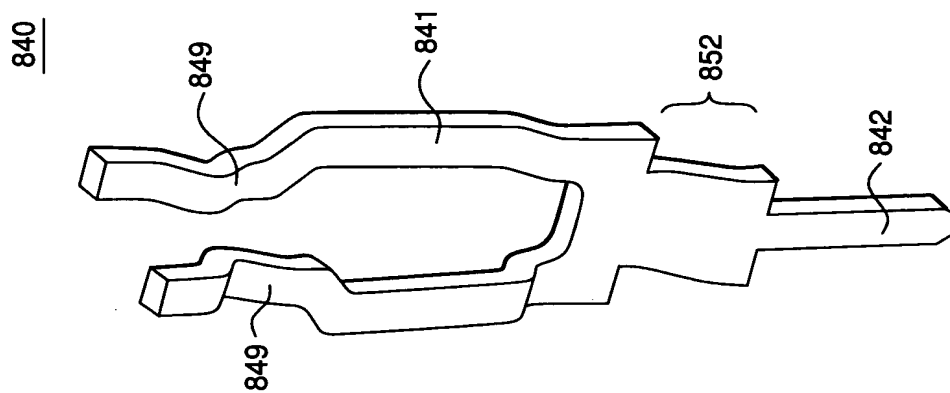


FIG. 15

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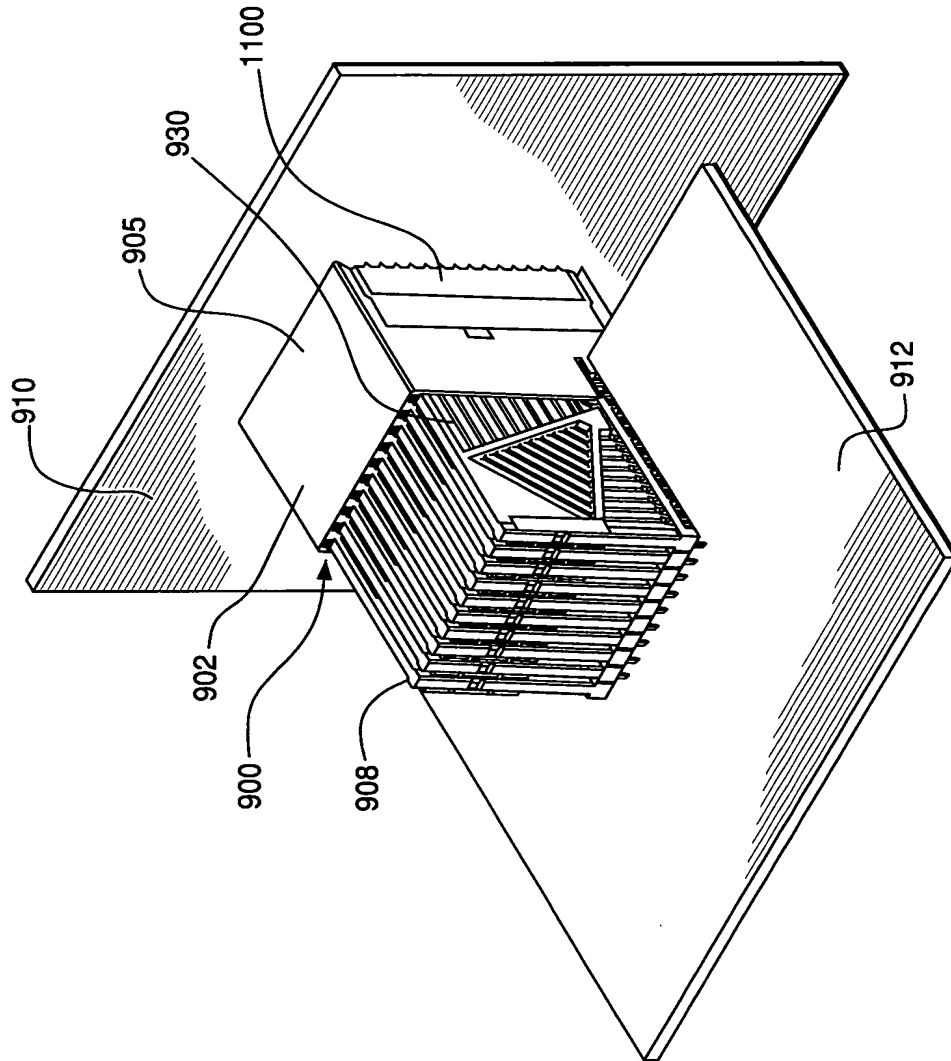


FIG. 16A

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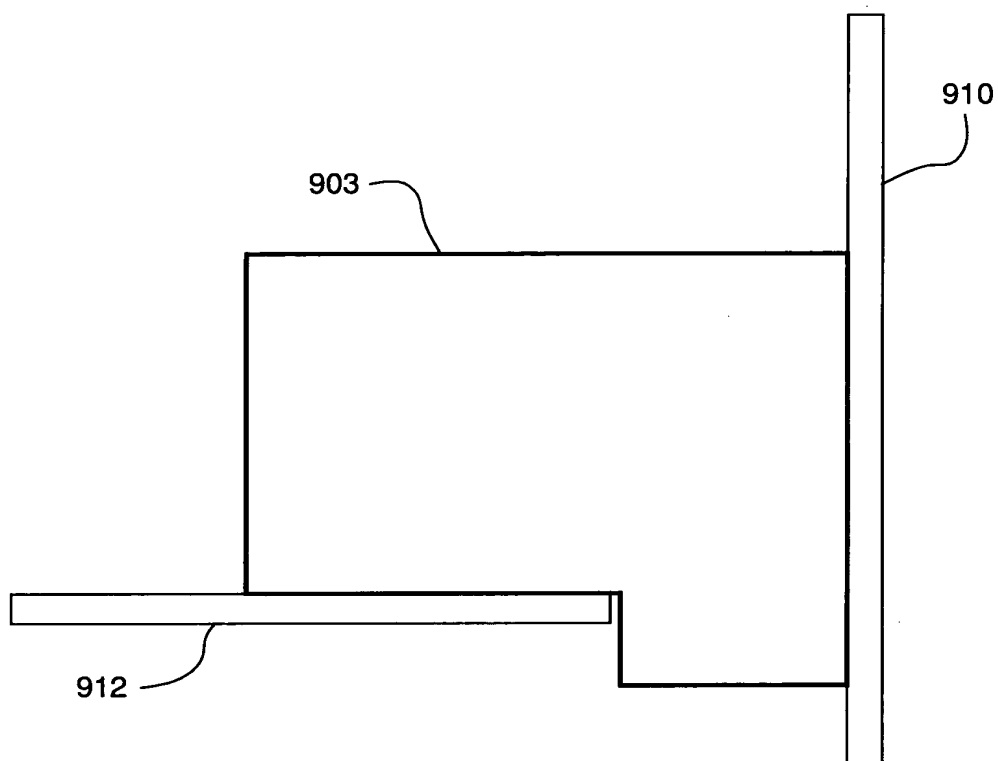


FIG. 16B

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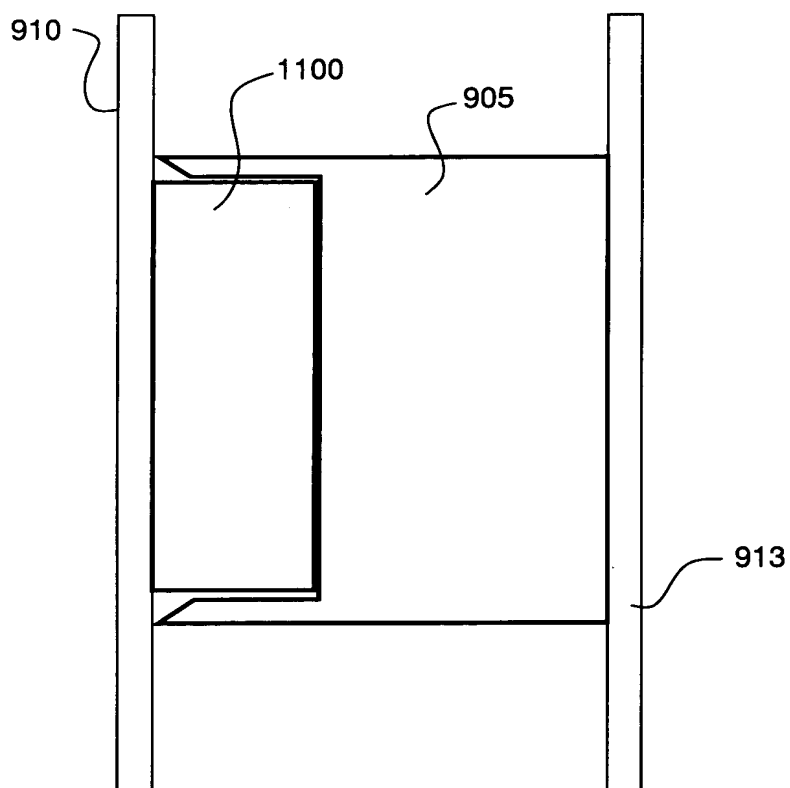


FIG. 16C

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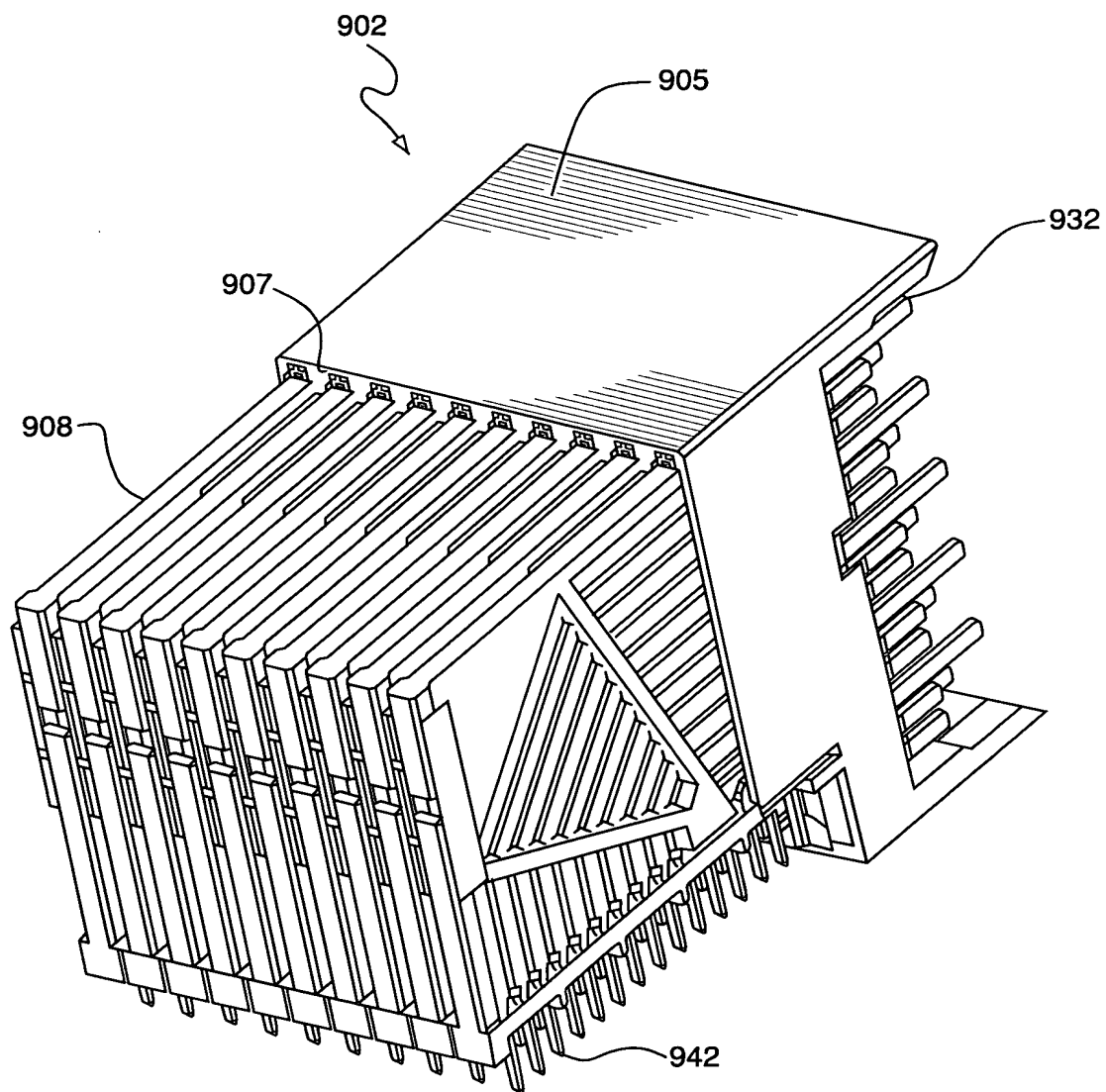


FIG. 17

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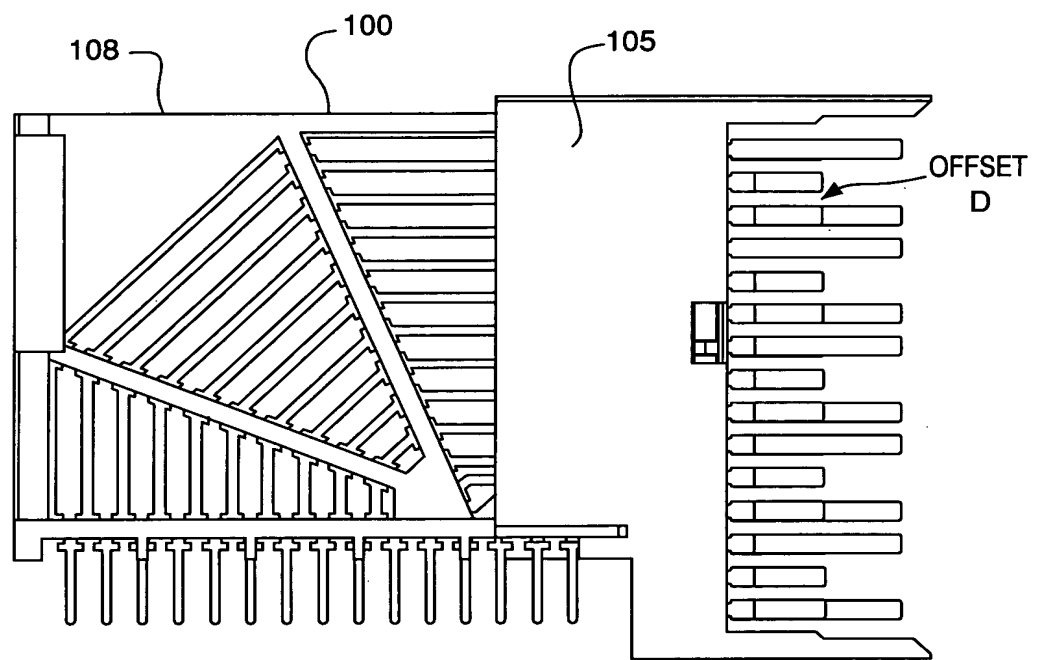


FIG. 18

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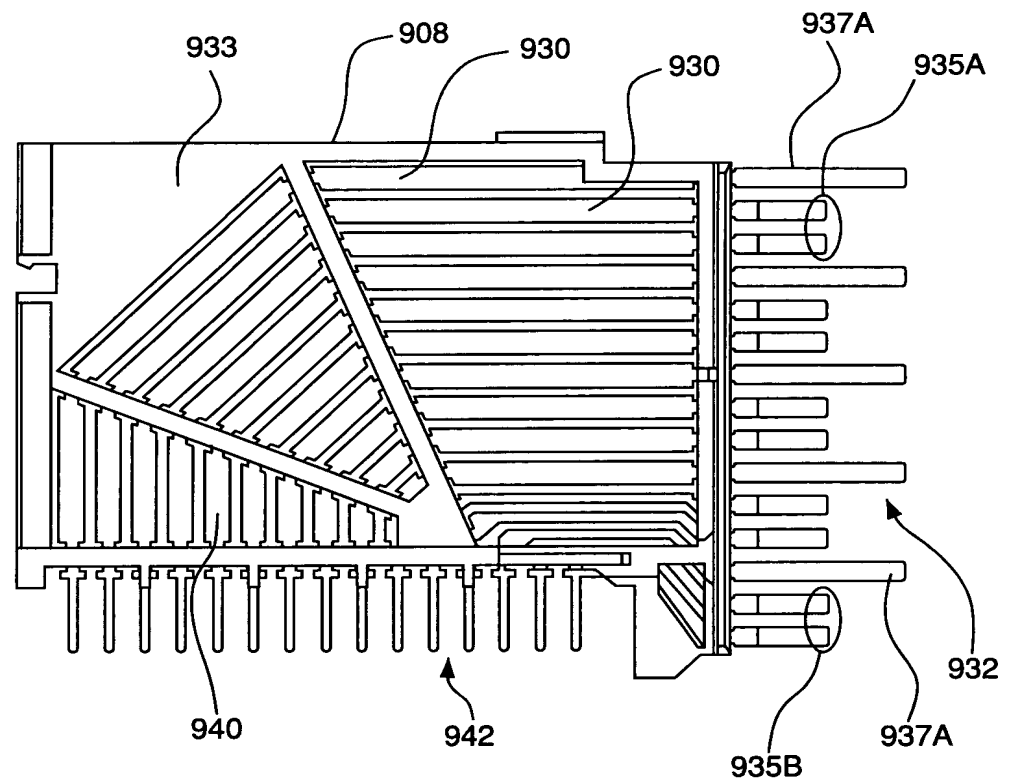


FIG. 19A

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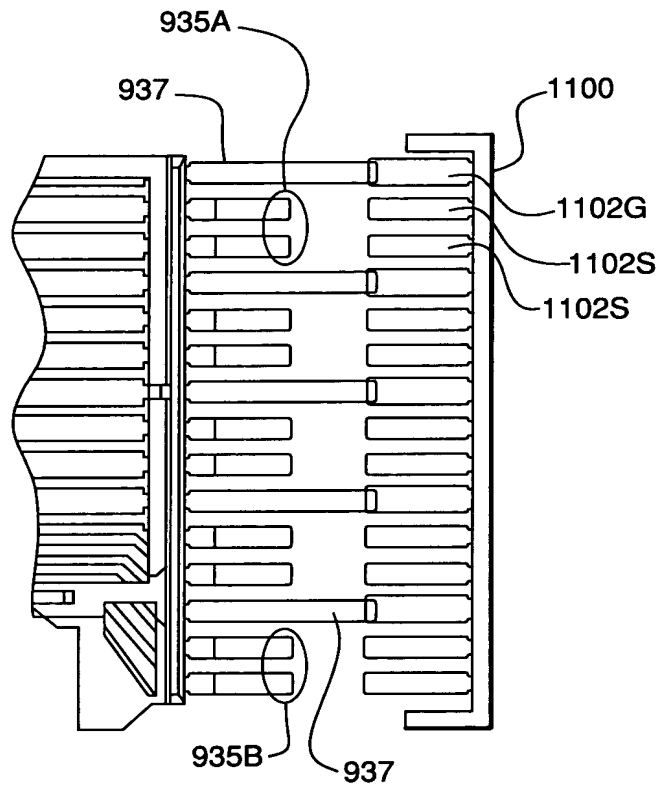


FIG. 19B

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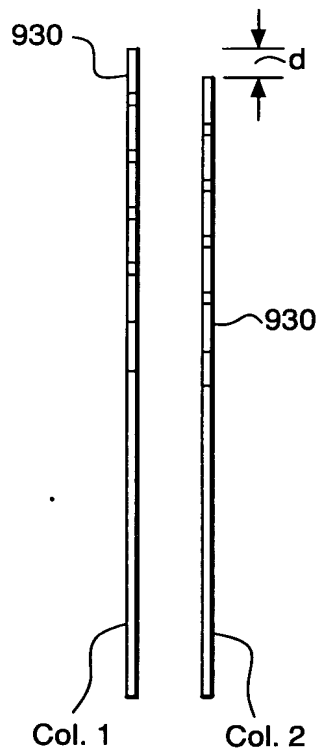


FIG. 20

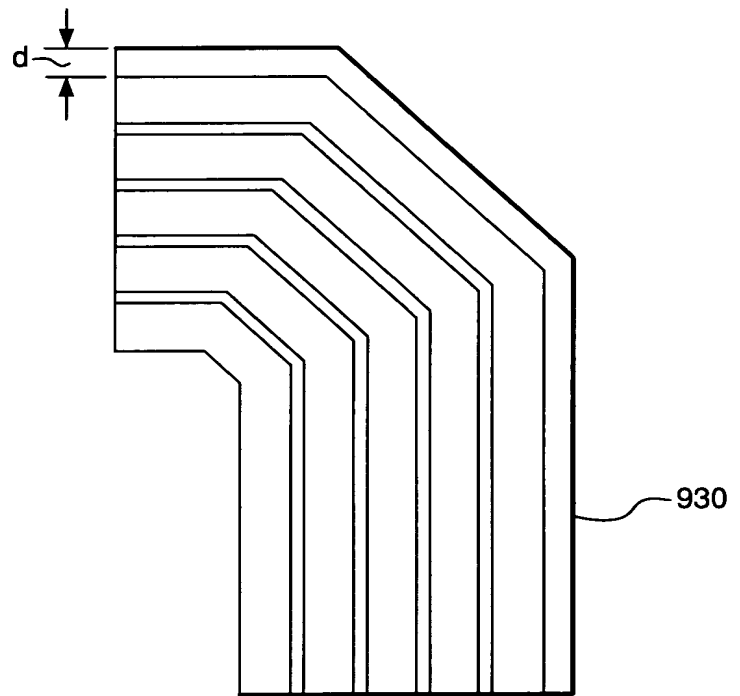


FIG. 21

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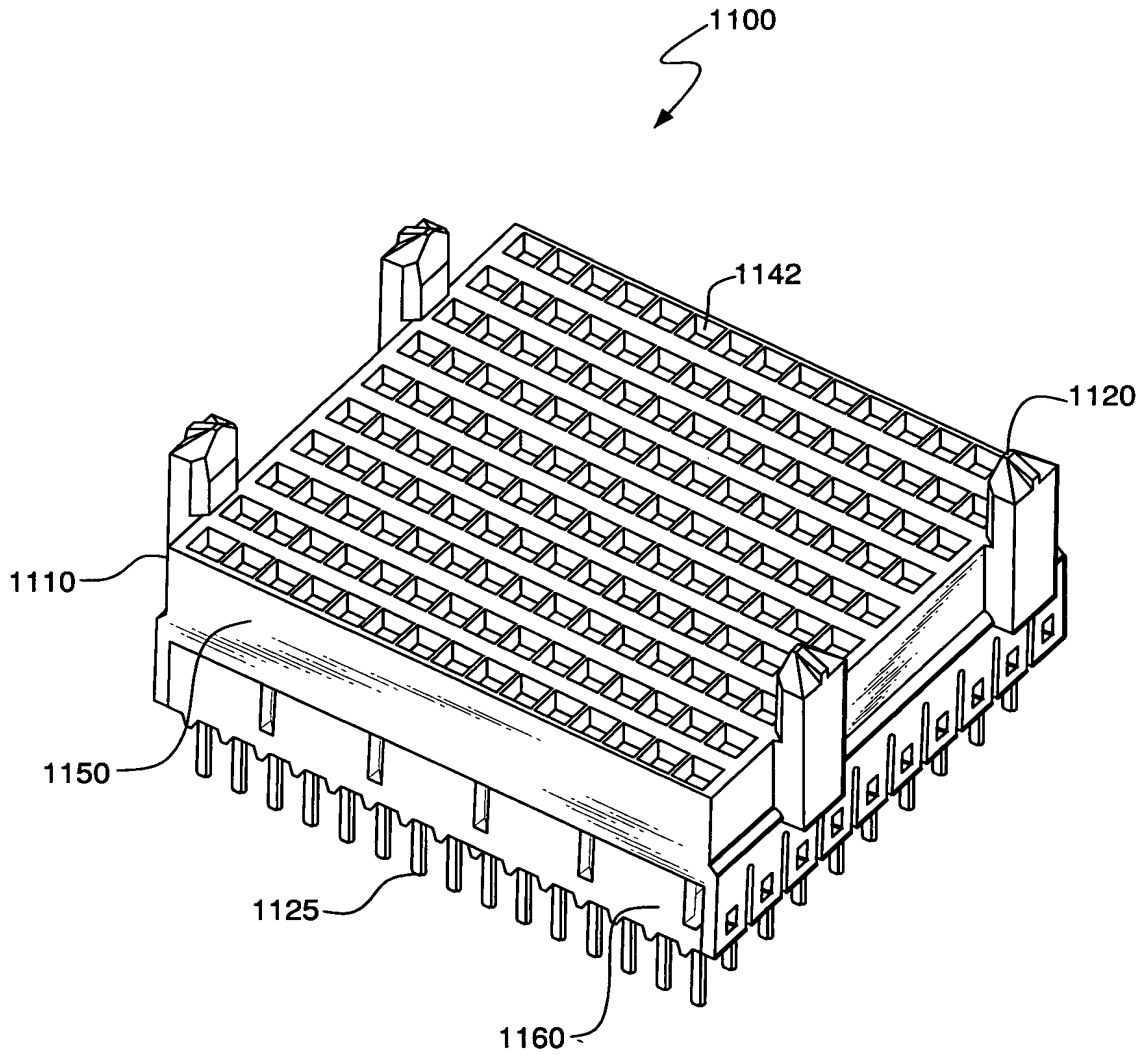


FIG. 22

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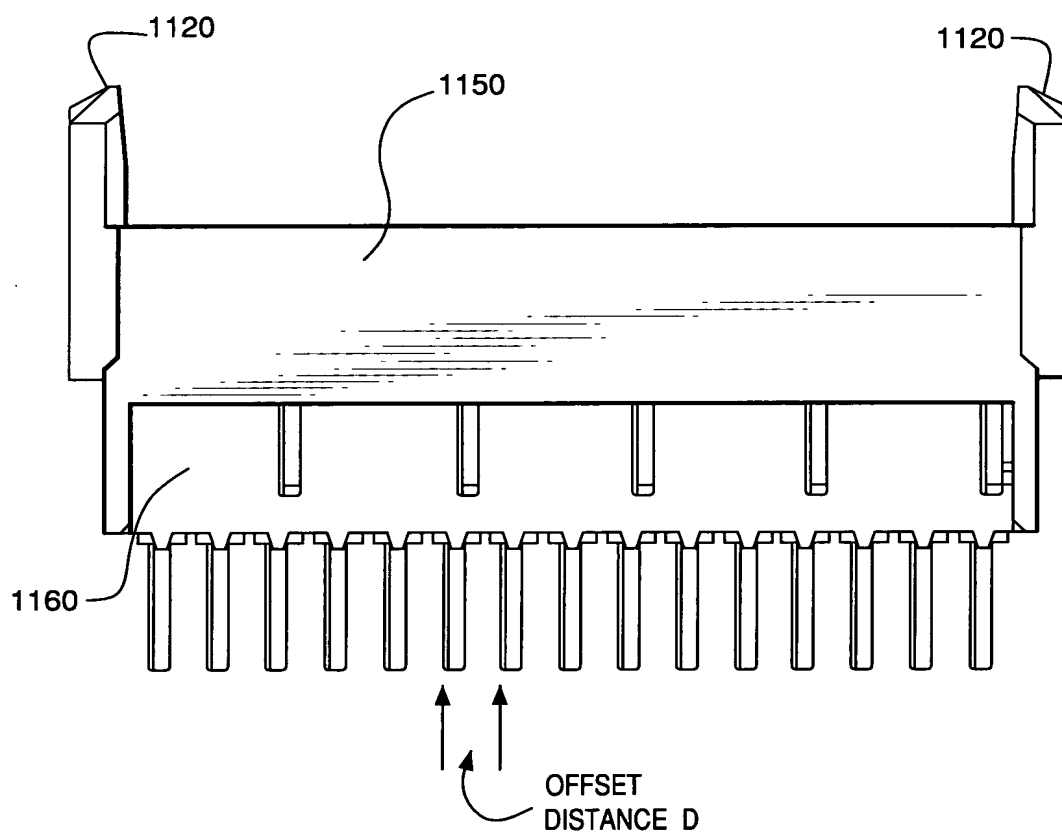


FIG. 23

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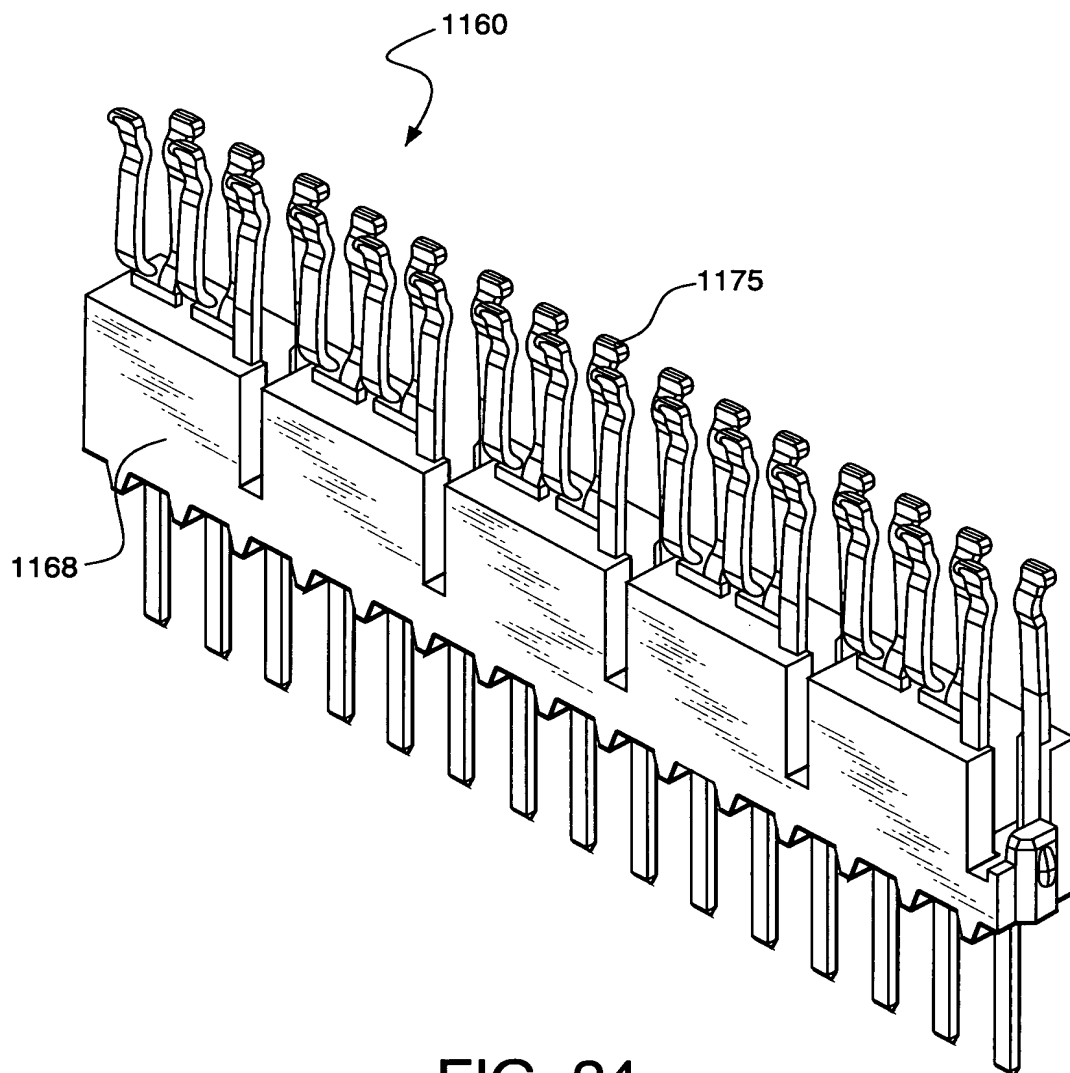


FIG. 24

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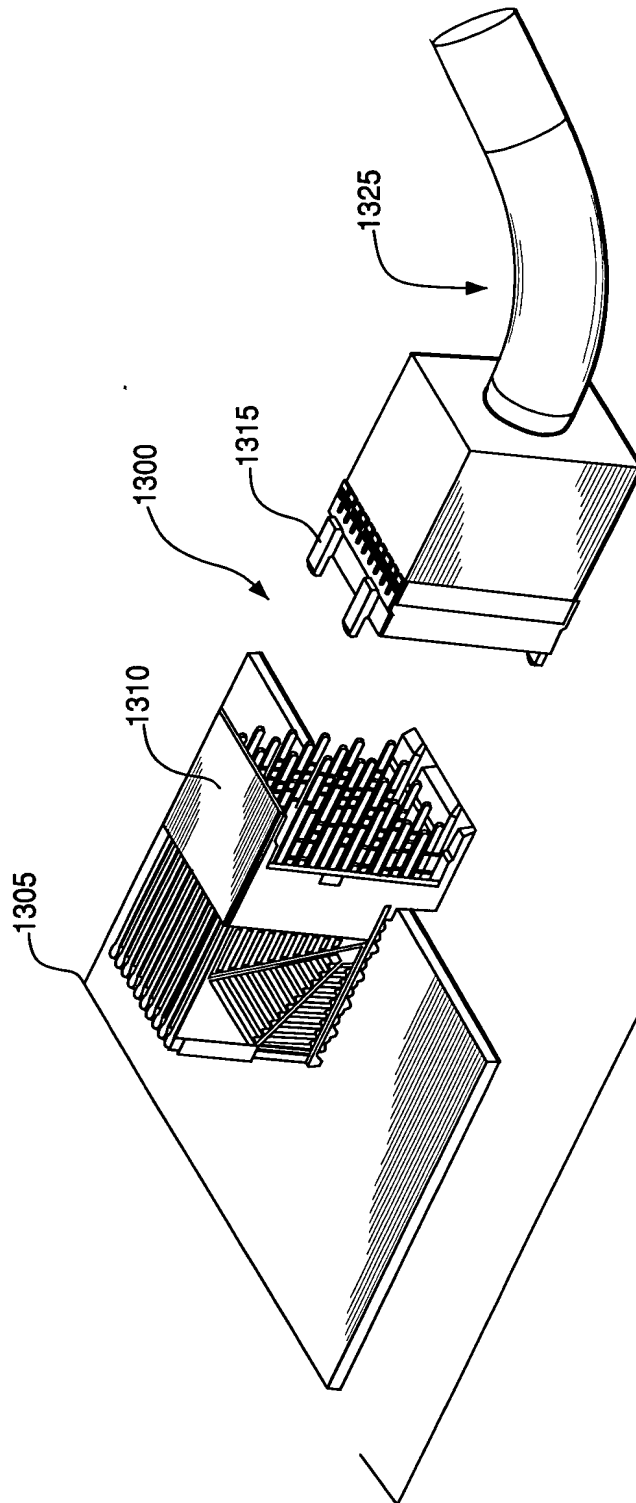
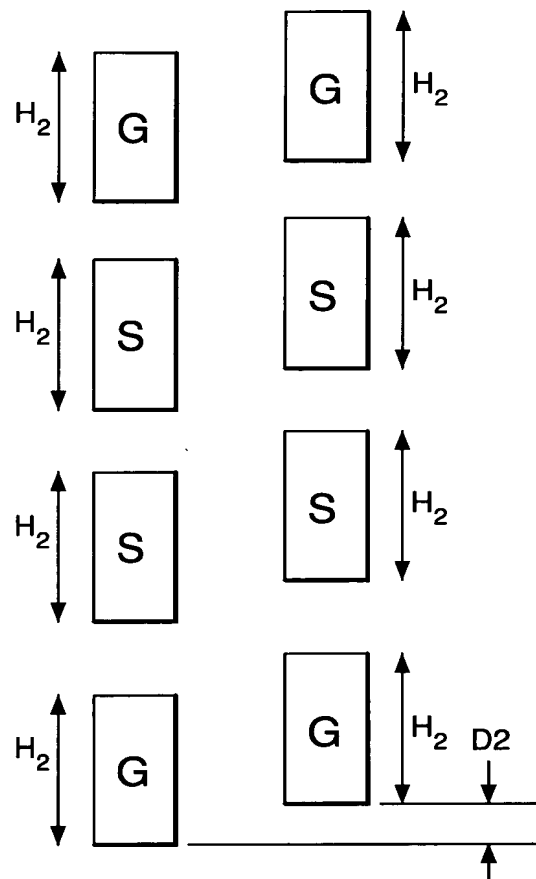
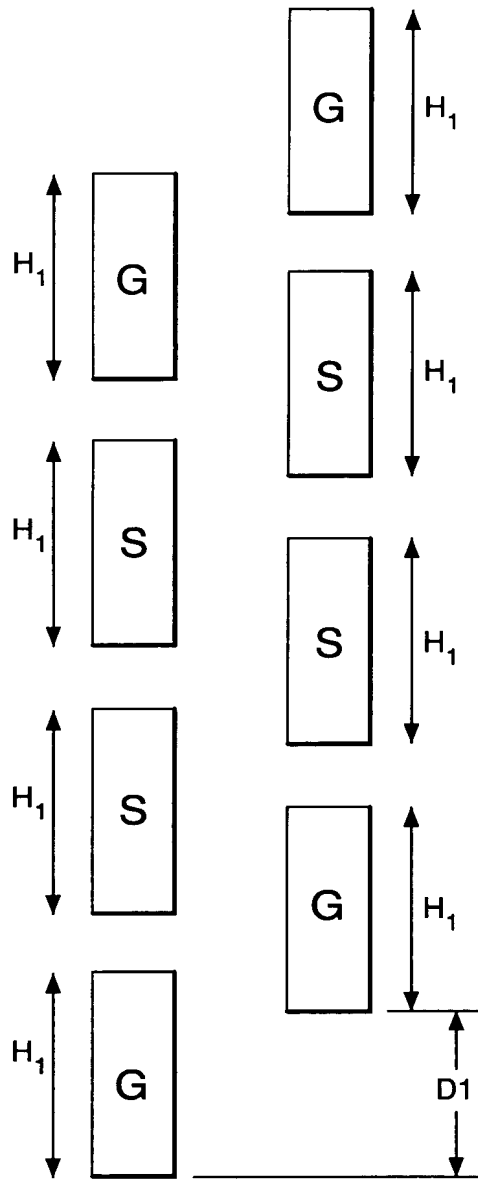


FIG. 25



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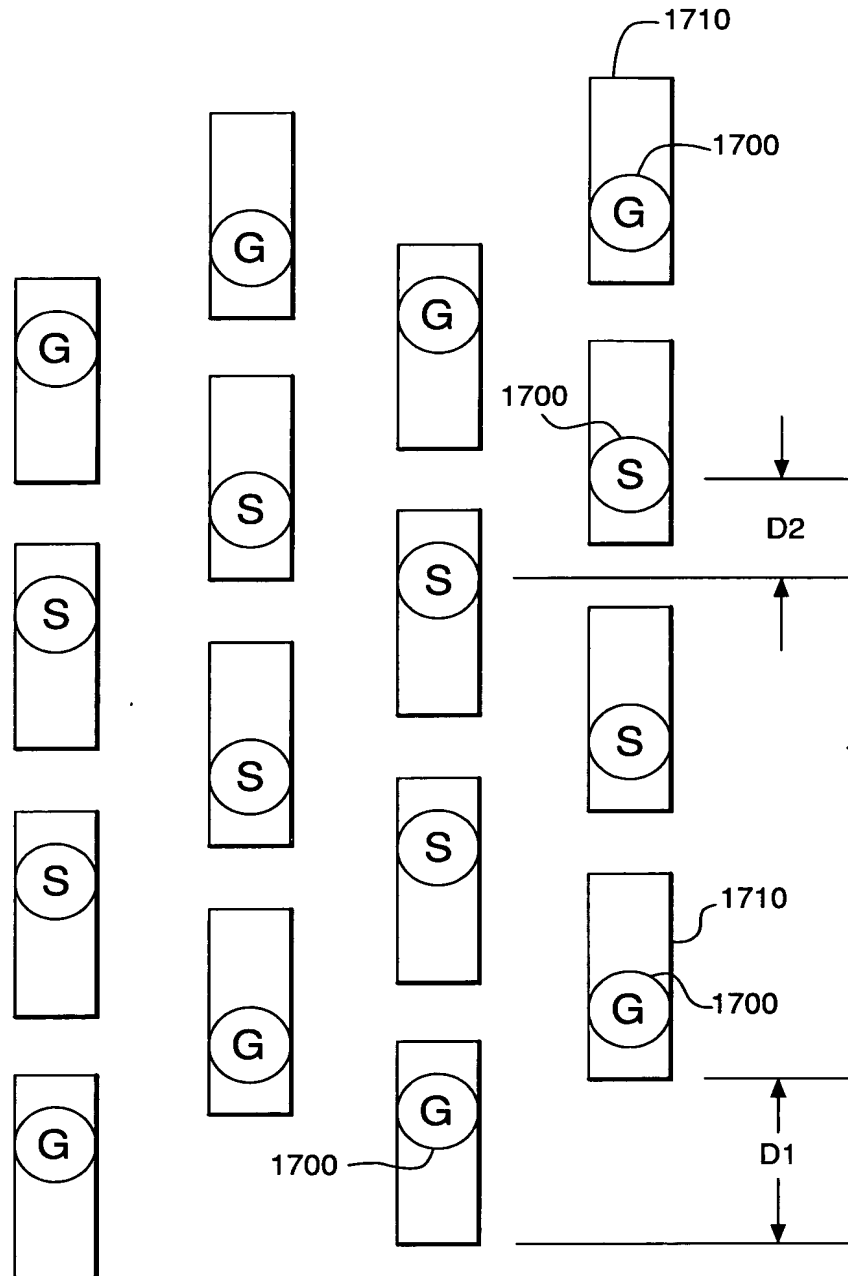


FIG. 29

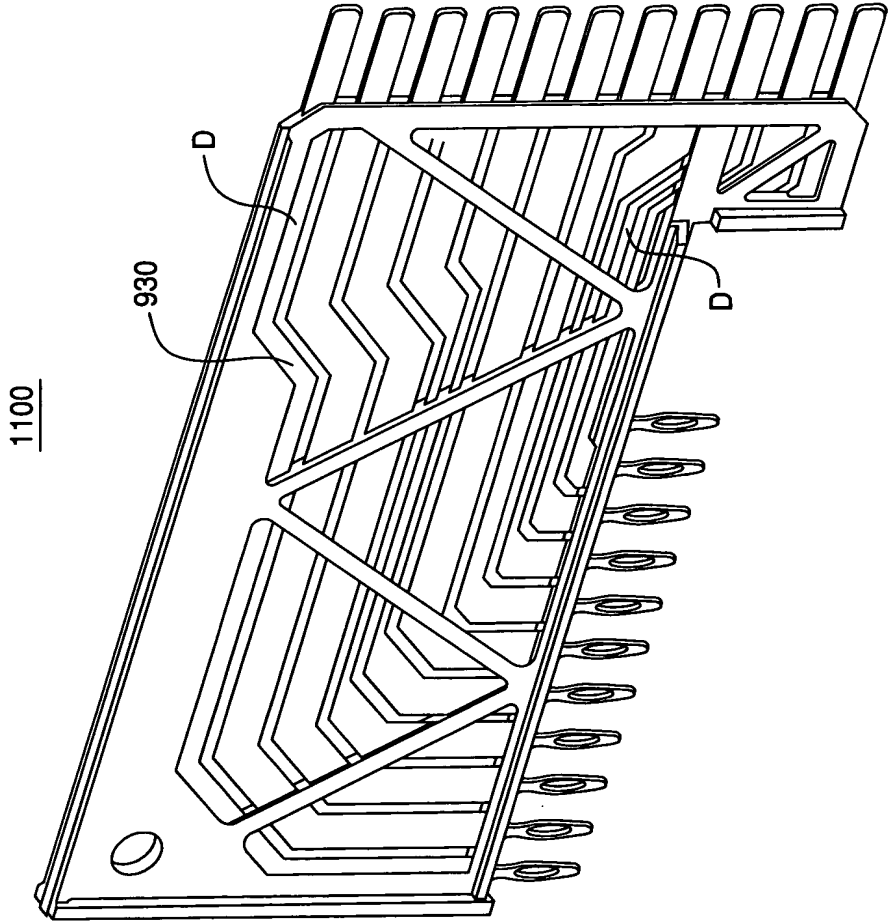


FIG. 30

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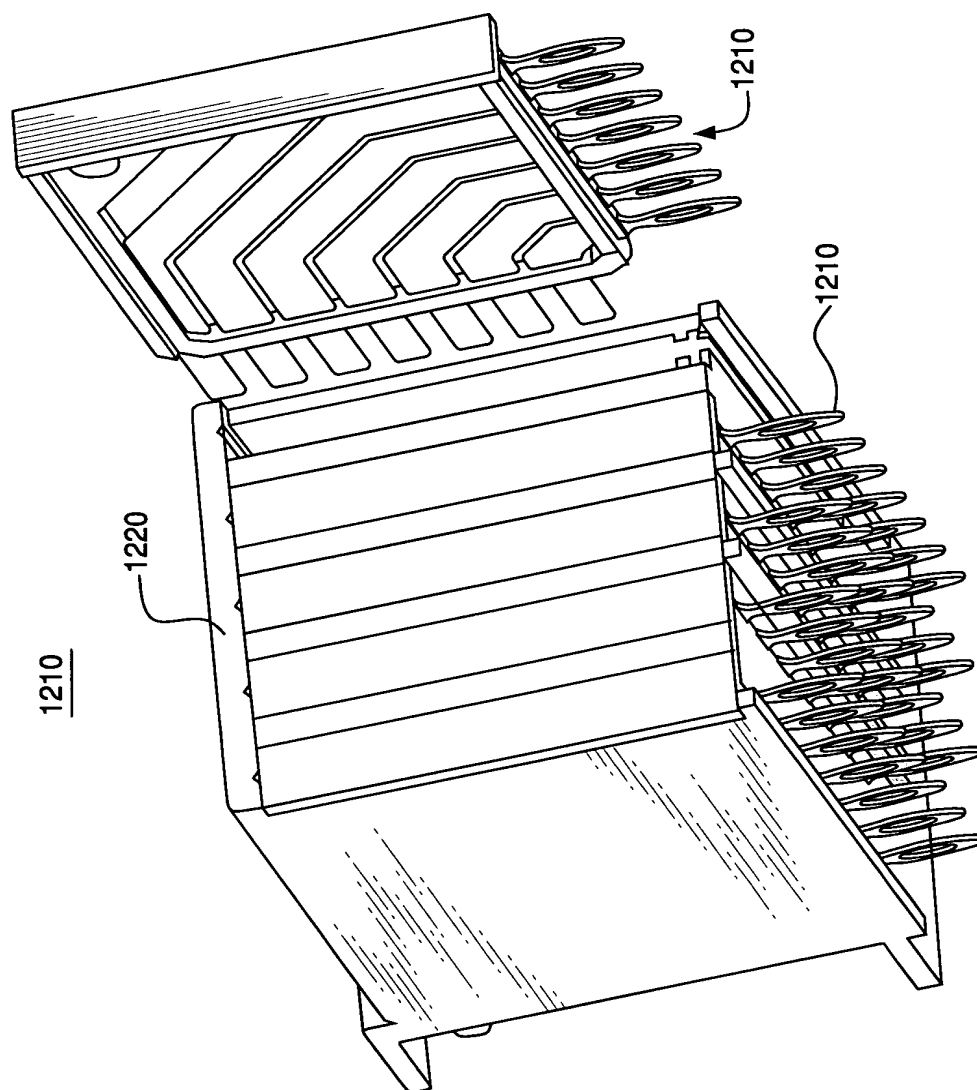


FIG. 31

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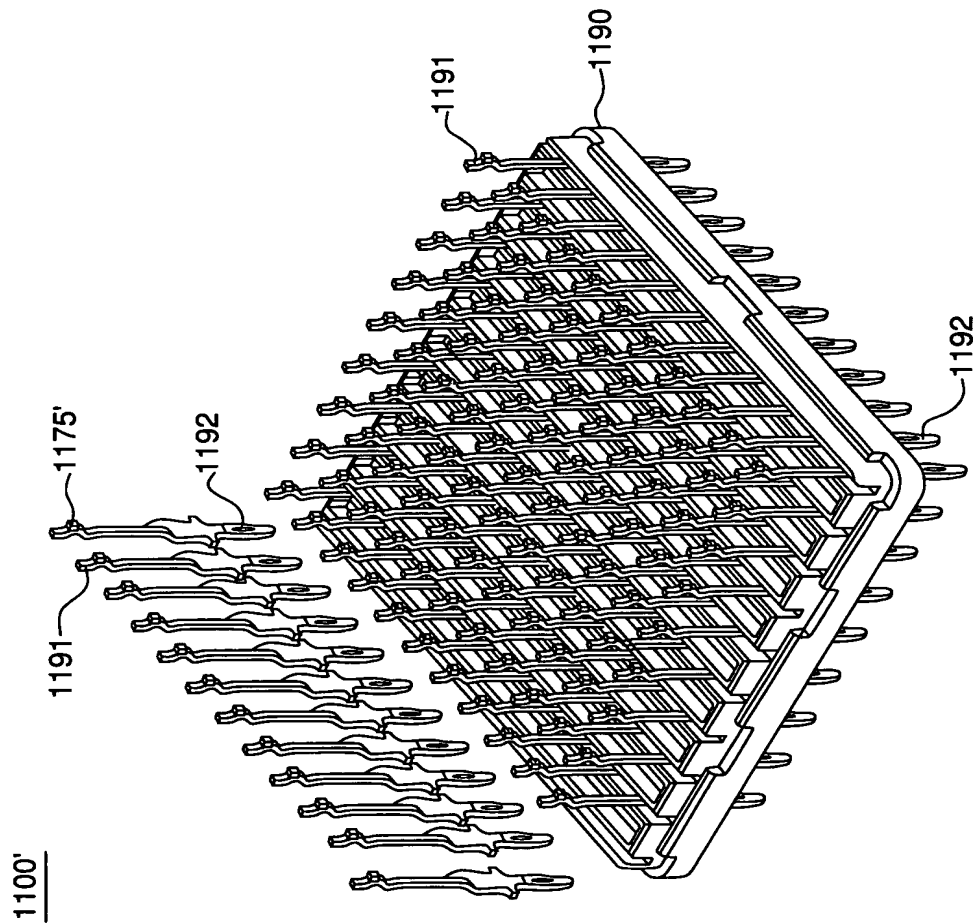


FIG. 32

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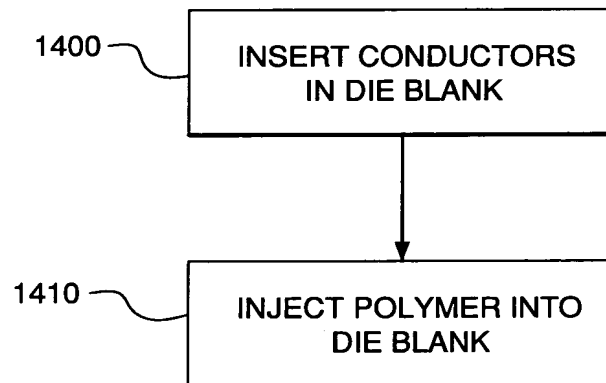


FIG. 33

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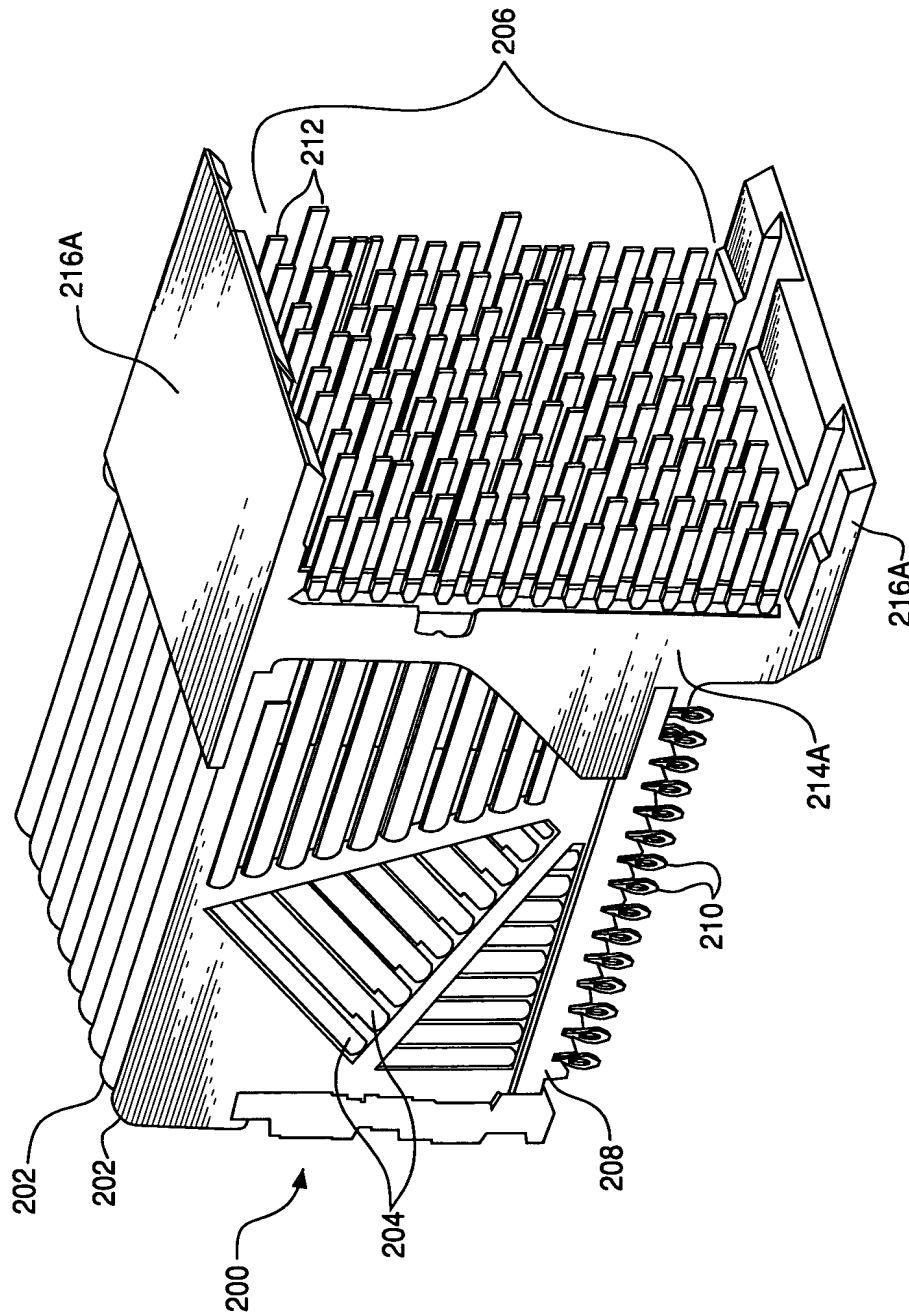


FIG. 34A

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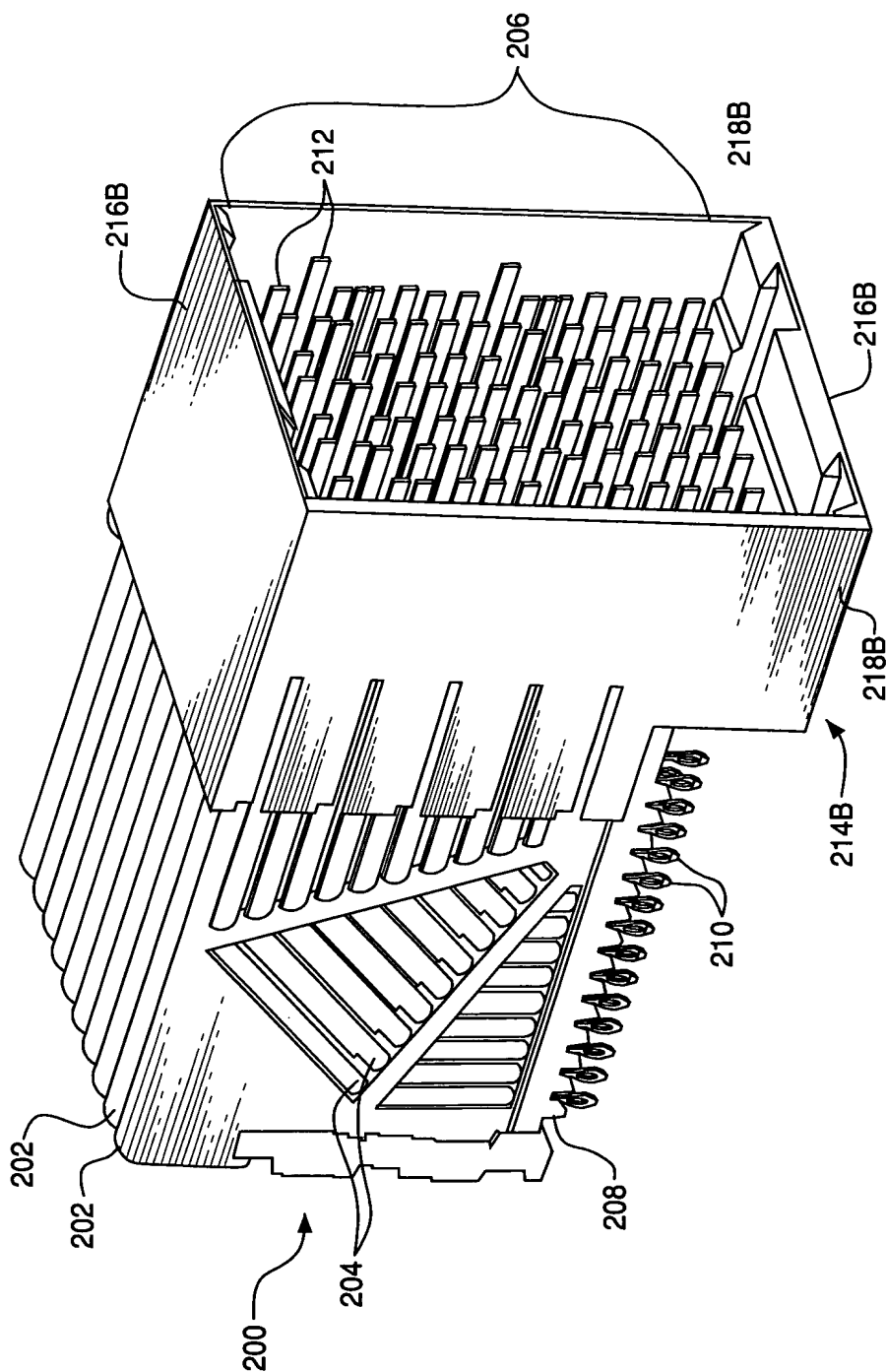


FIG. 34B

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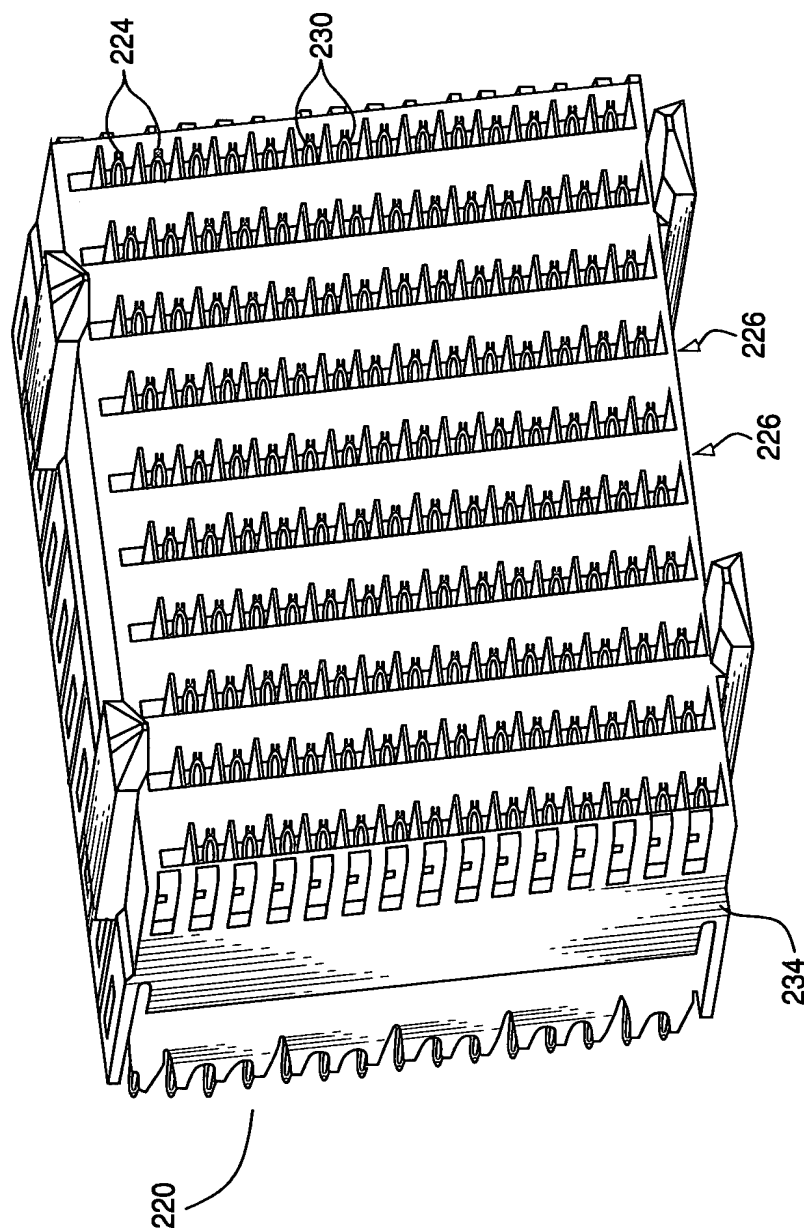


FIG. 35A

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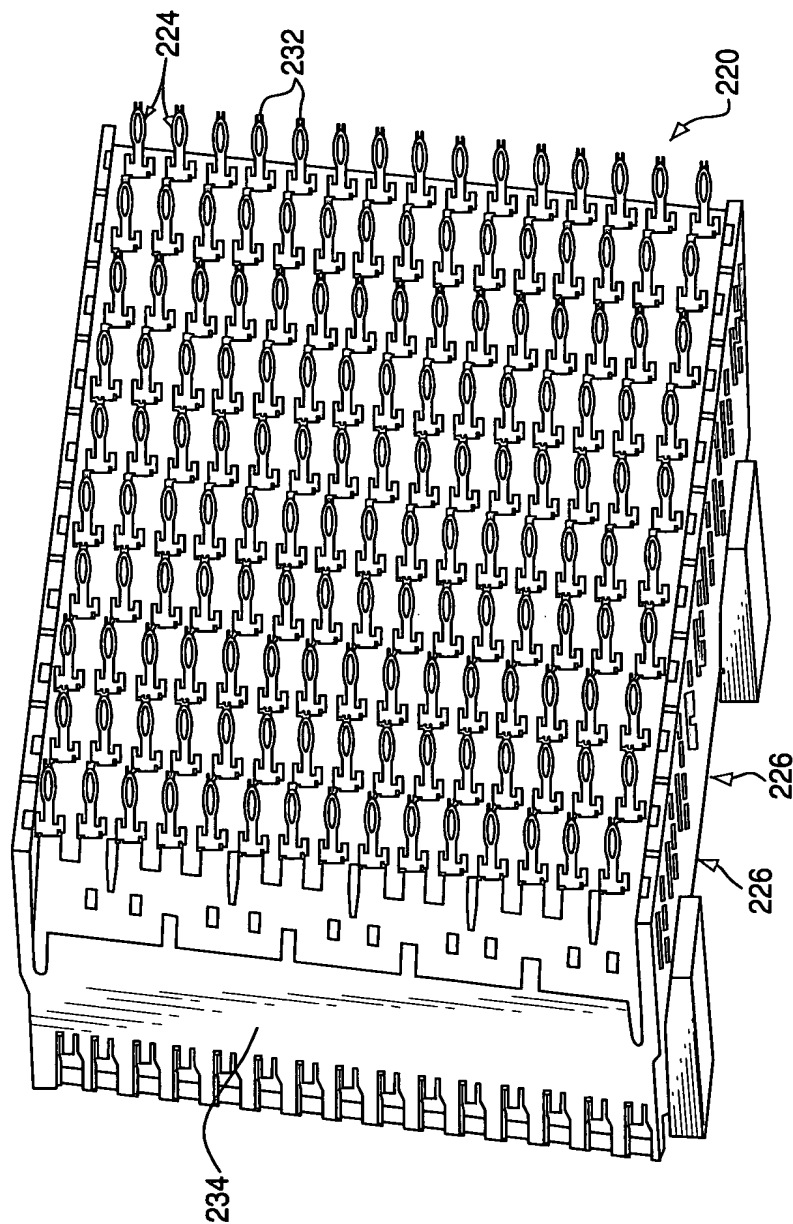


FIG. 35B

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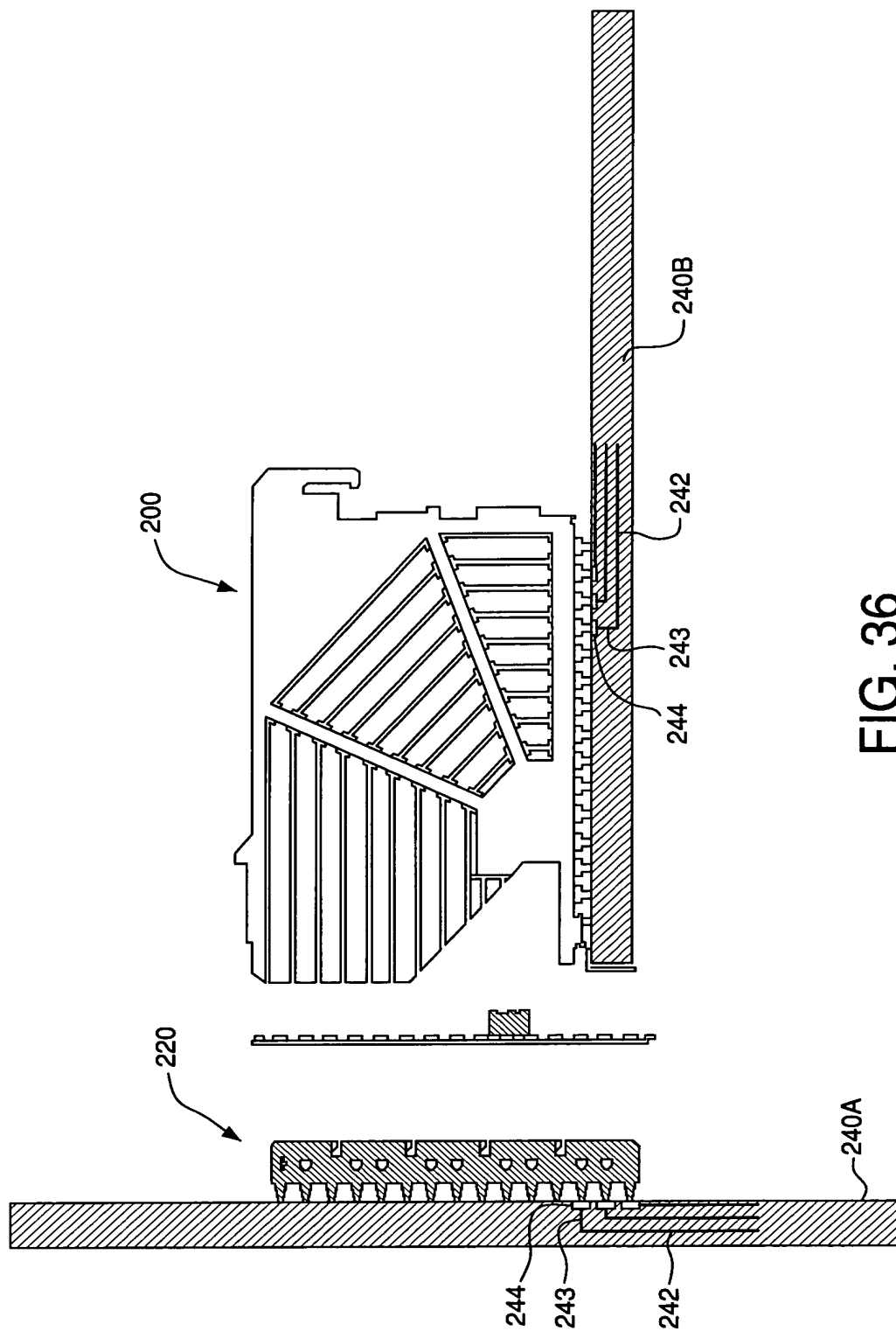


FIG. 36

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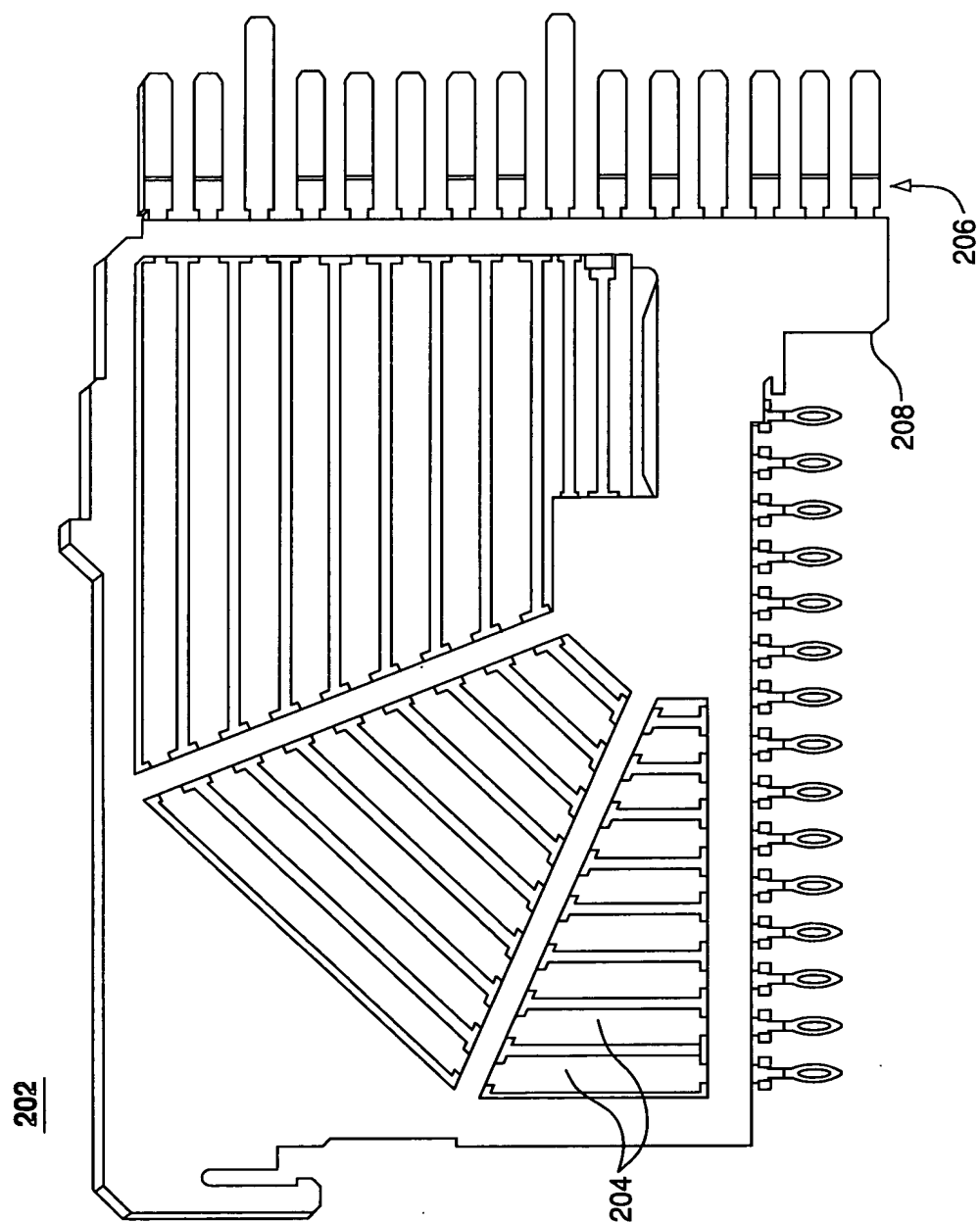


FIG. 37

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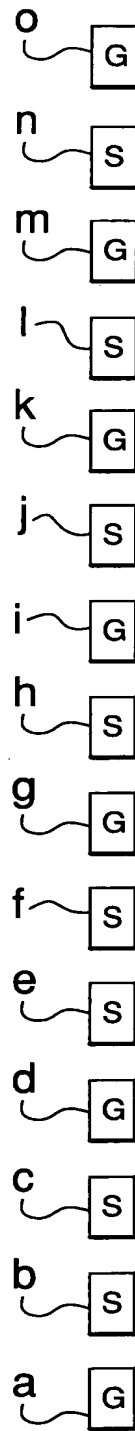
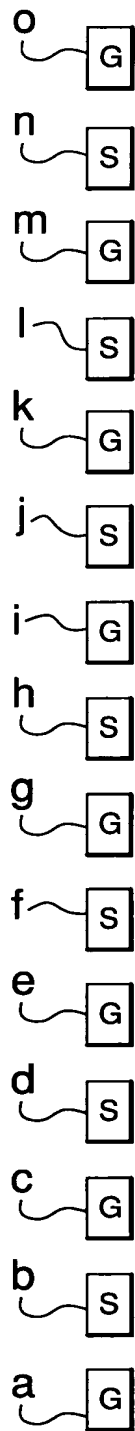
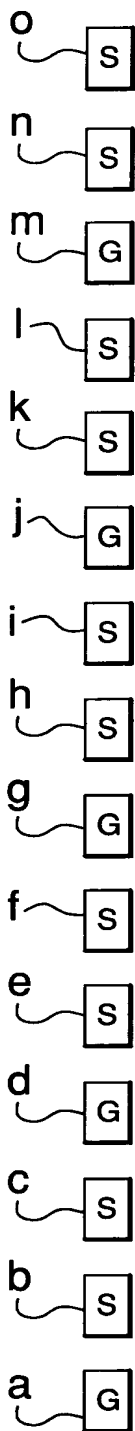


FIG. 38A

FIG. 38B

FIG. 38C

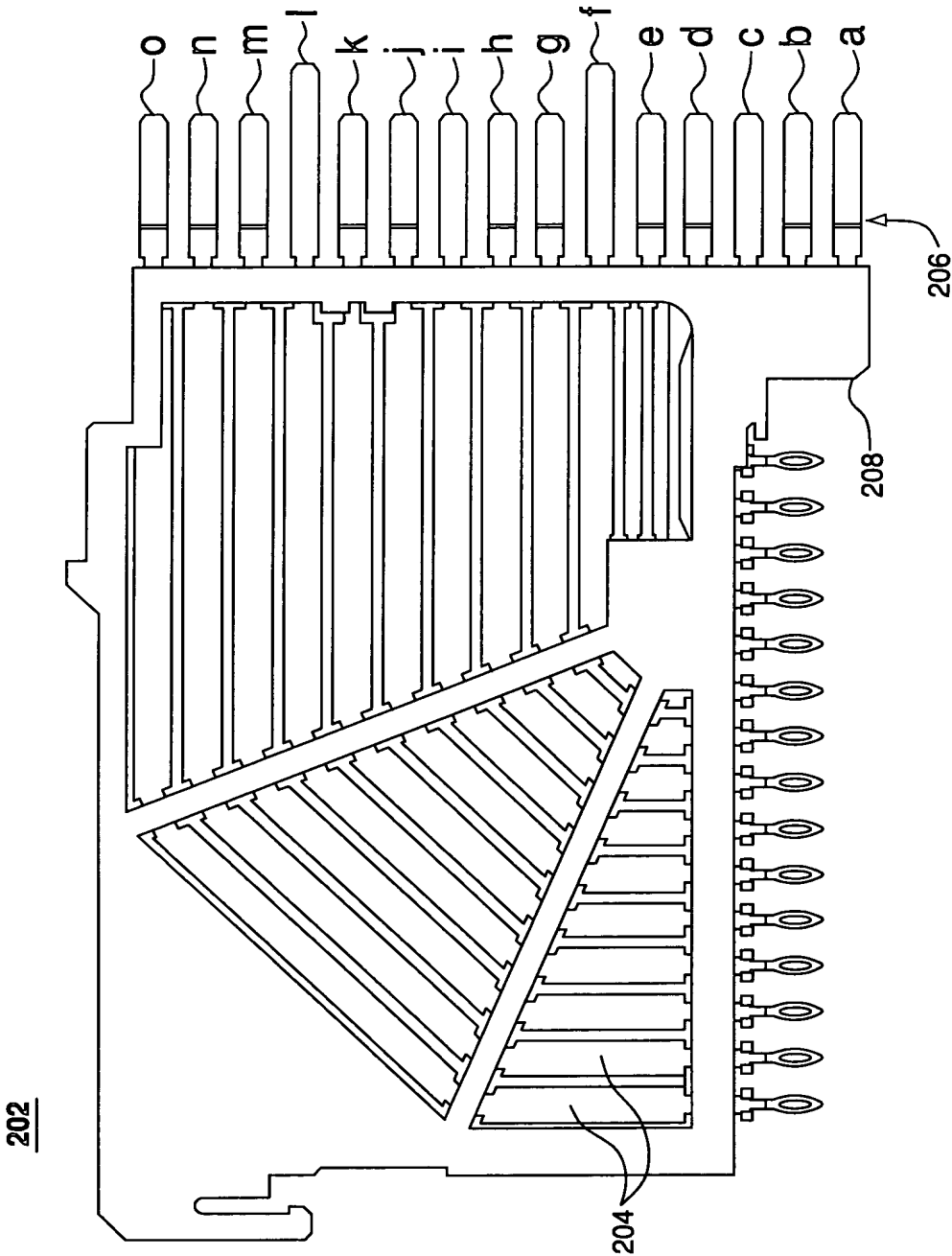


FIG. 39

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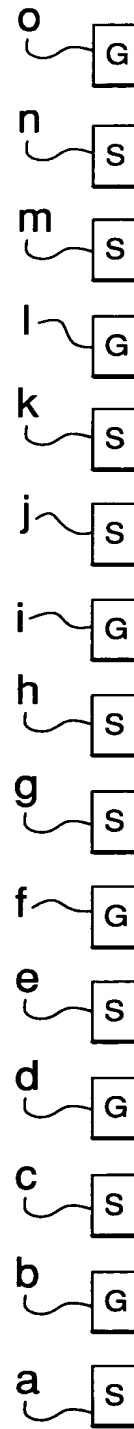
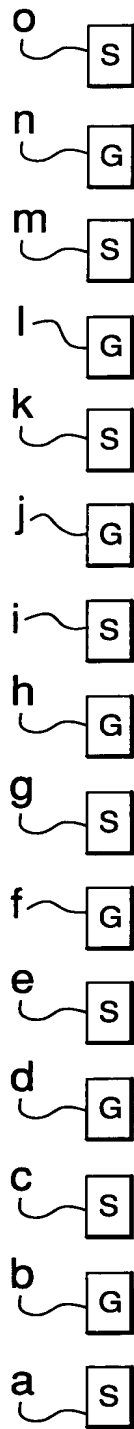
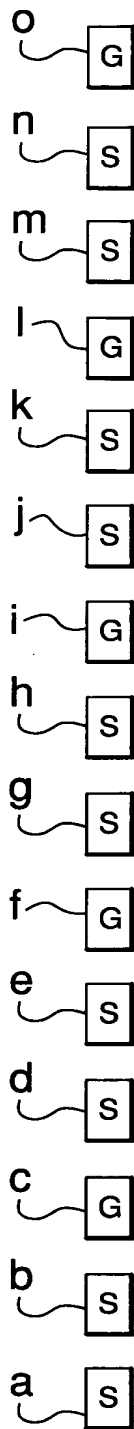


FIG. 40A

FIG. 40B

FIG. 40C

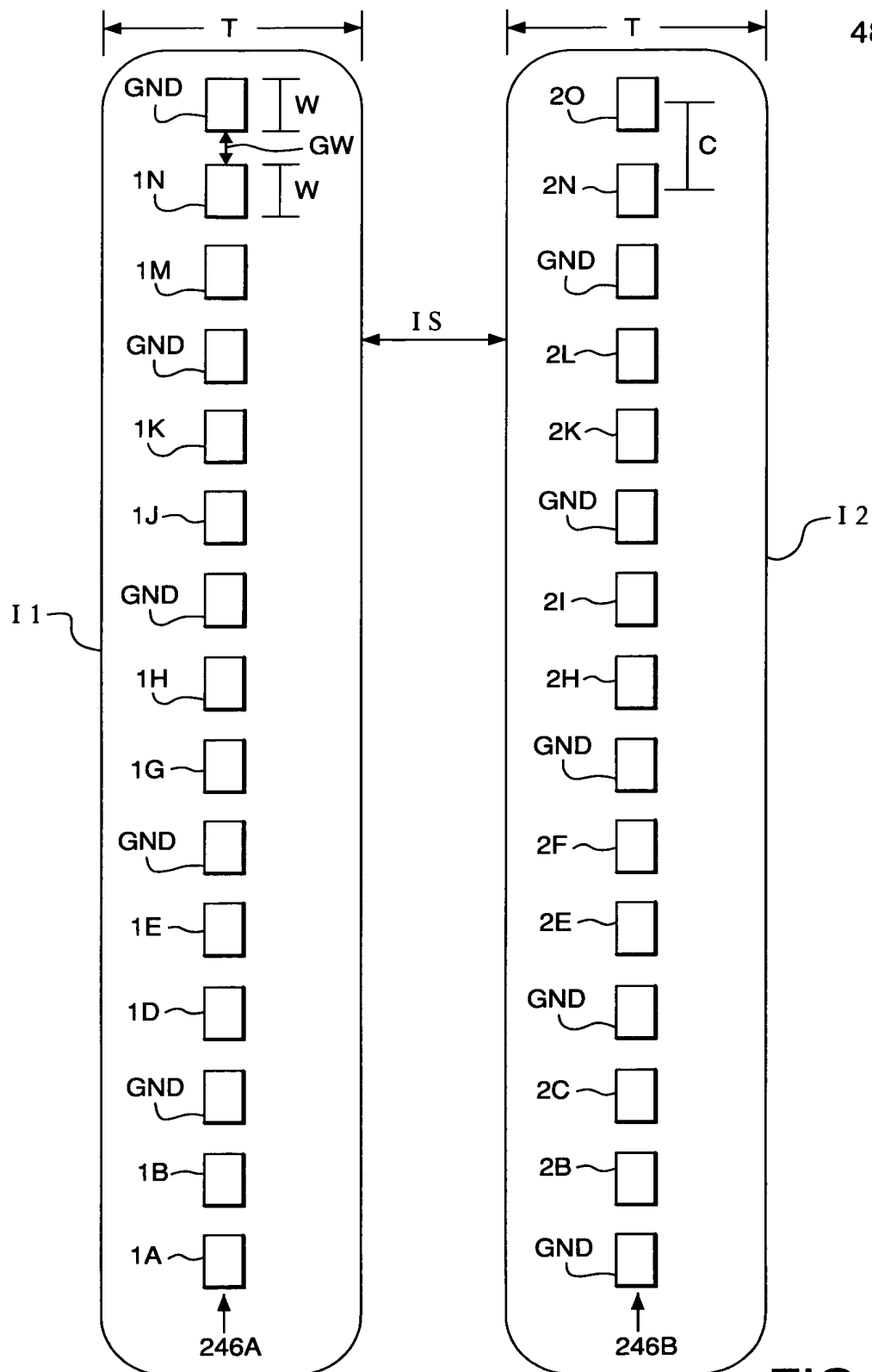


FIG. 41

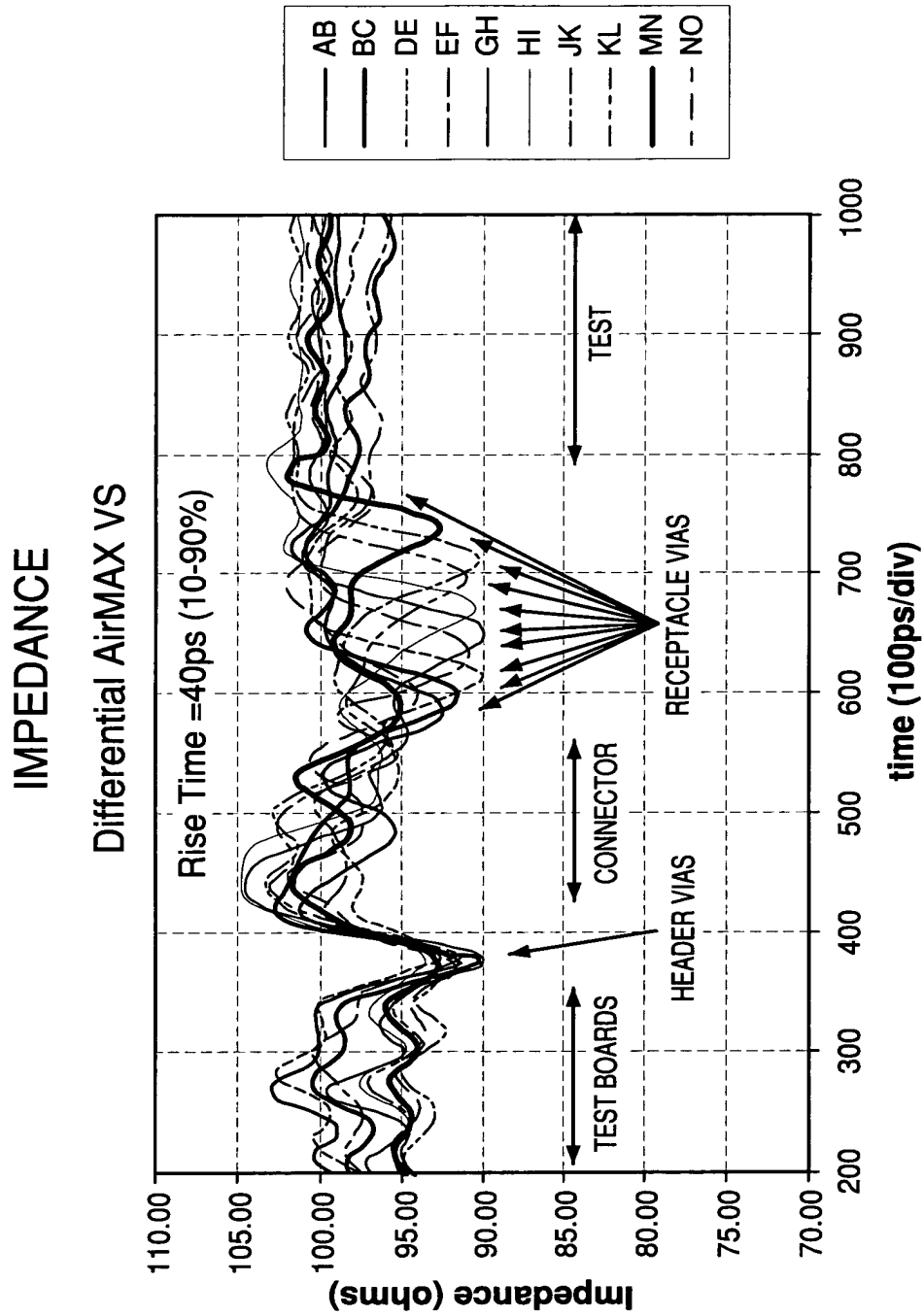


FIG. 42A

INSERTION LOSS
Differential AirMax VS

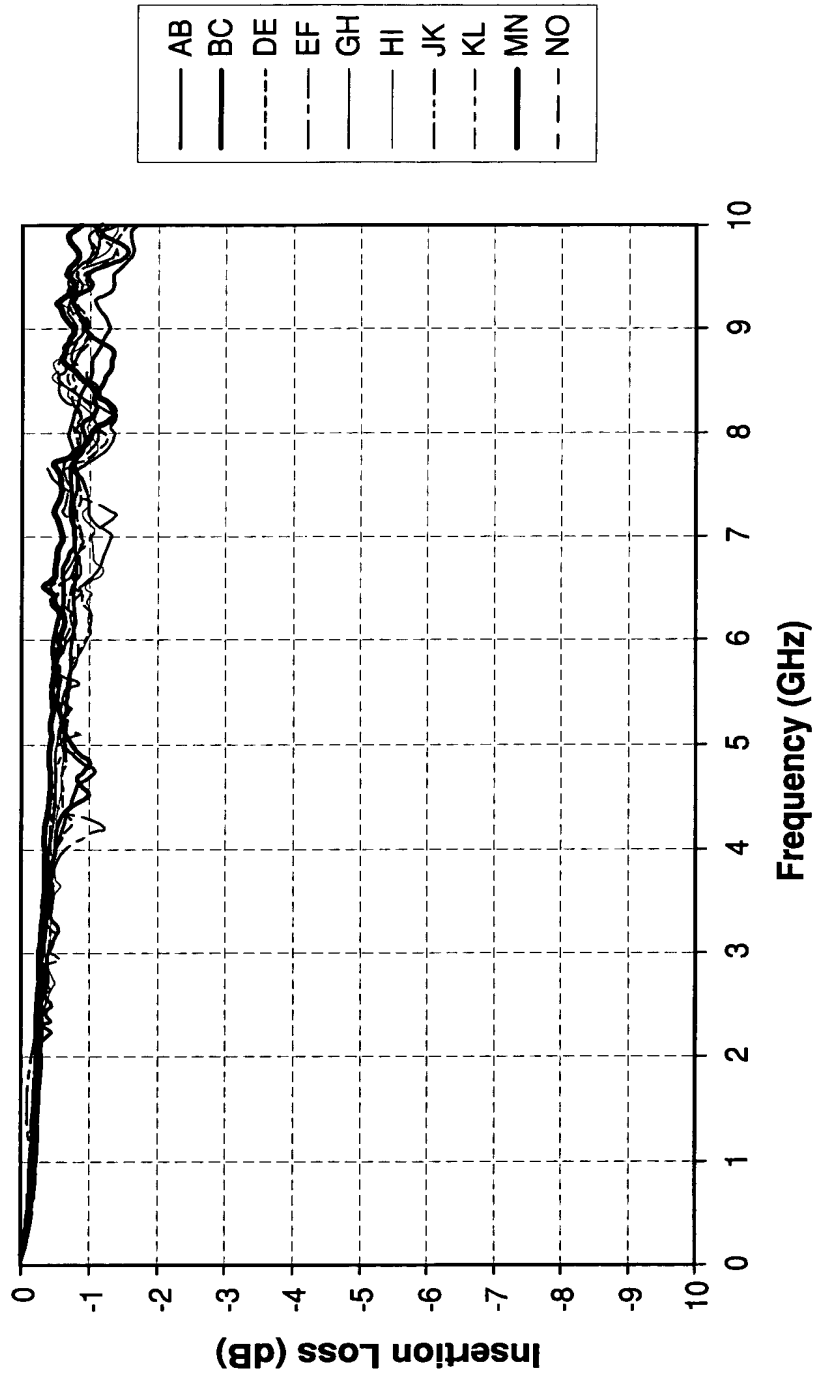


FIG. 42B

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CROSSTALK

Worst-Case Multi-Active Near-End Crosstalk

	AB	BC	DE	EF	GH	HI	JK	KL	MN	NO
40ps (10-90%)	1.9	2.4	2.4	2.3	2.5	2.2	2.4	2.1	2.6	1.7
100ps (10-90%)	1.4	1.8	1.7	1.8	1.9	1.7	2.0	1.7	1.8	1.0

FIG. 42C

Worst-Case Multi-Active Far-End Crosstalk

	AB	BC	DE	EF	GH	HI	JK	KL	MN	NO
40ps (10-90%)	2.7	1.8	5.0	3.4	4.2	3.2	4.1	2.9	2.4	1.1
100ps (10-90%)	1.3	0.8	2.2	1.5	1.9	1.4	1.8	1.3	1.1	0.5

FIG. 42D

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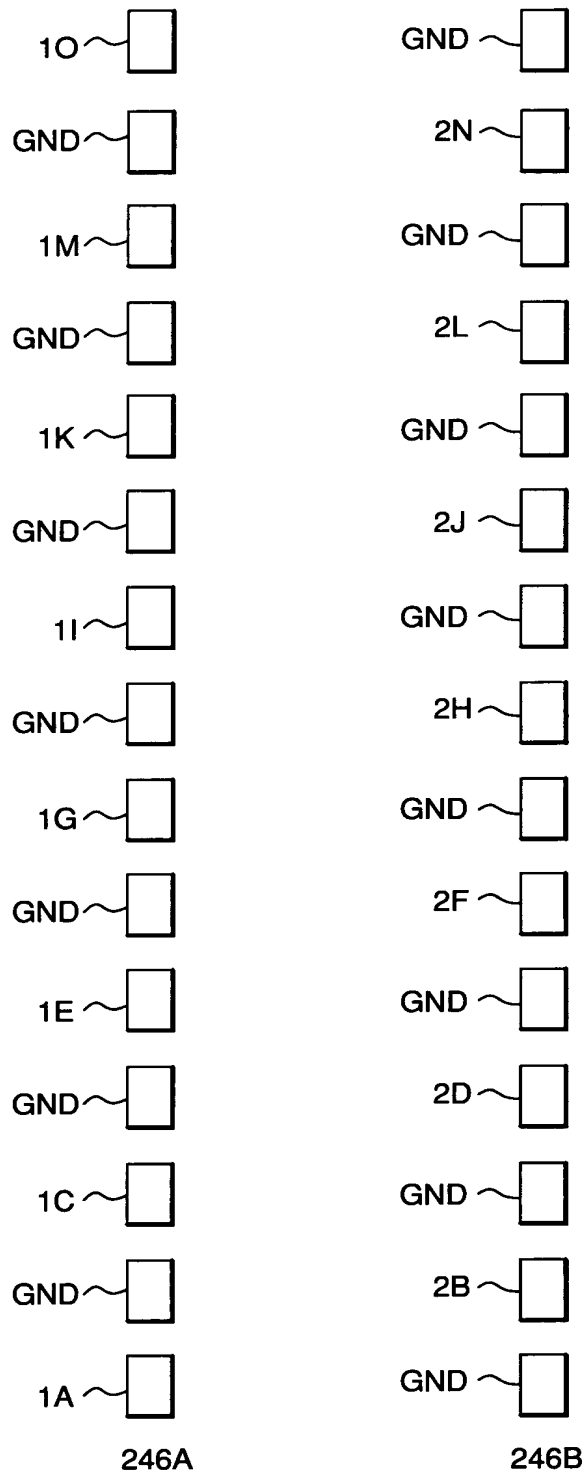


FIG.43

IMPEDANCE Single-Ended AirMax VS

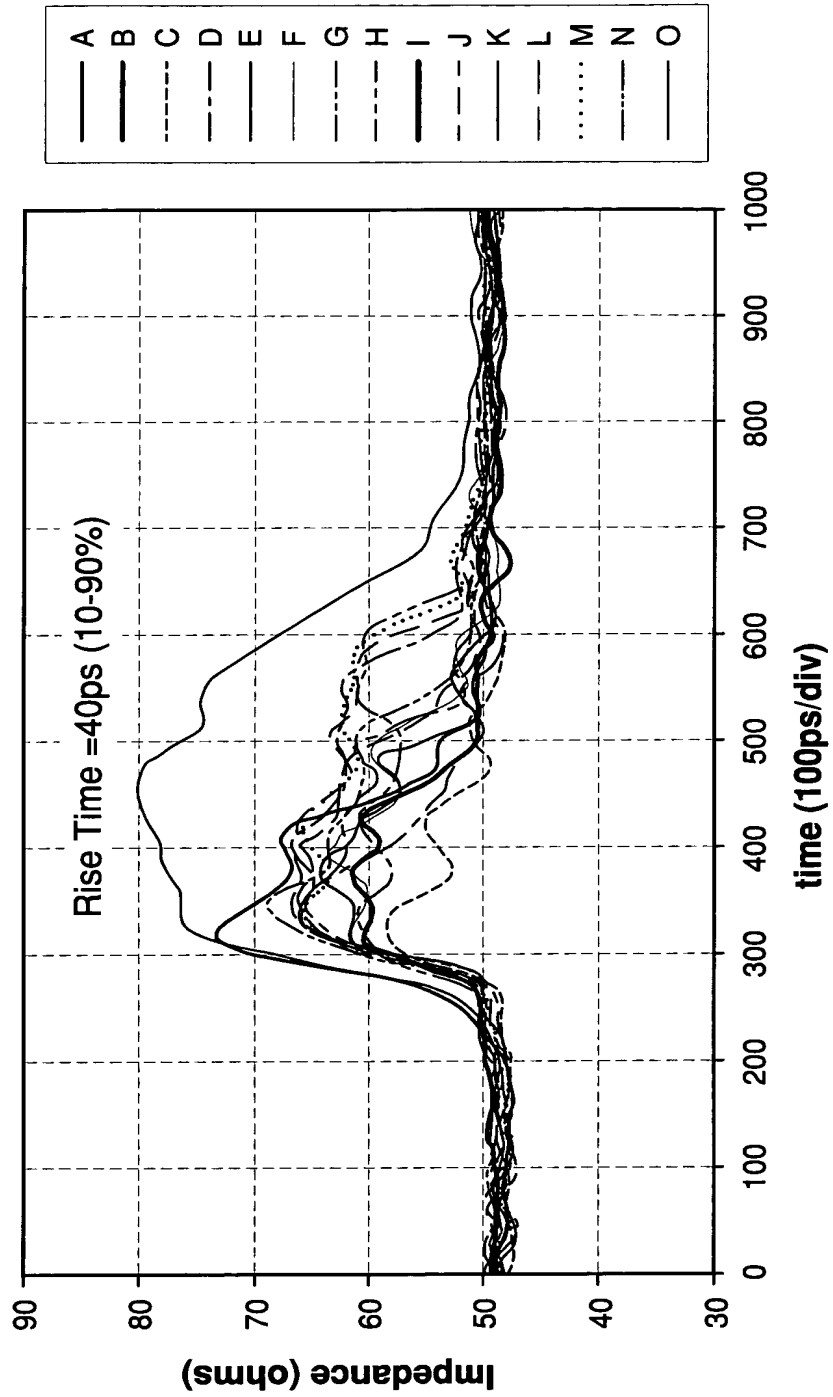


FIG. 44A

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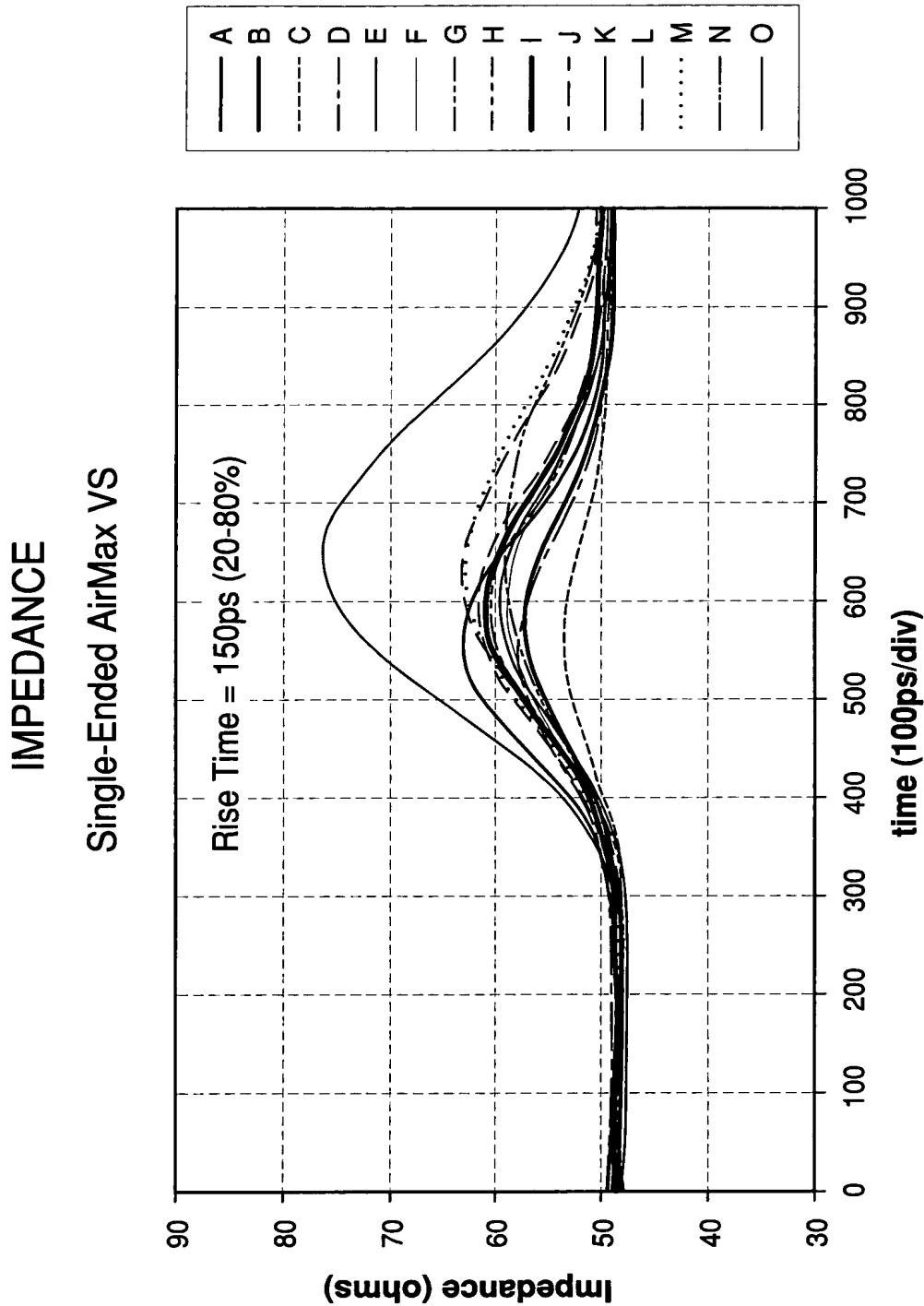


FIG. 44B

INSERTION LOSS Single-Ended AirMax VS

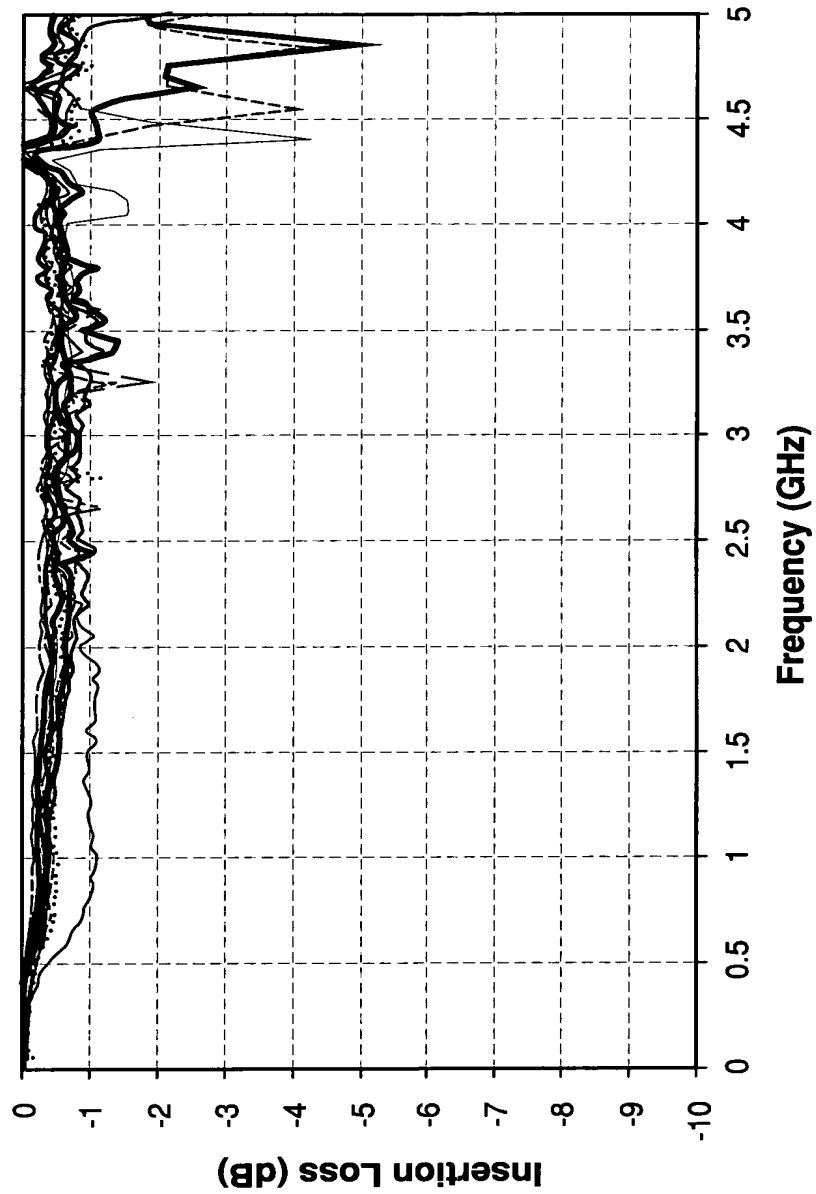


FIG. 44C

CROSSTALK

Worst-Case Multi-Active Near-End Crosstalk

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
150ps(20-80%)	5.0	7.3	7.3	7.4	6.0	6.2	7.2	7.6	8.0	8.7	6.6	7.6	8.0	7.8	4.2

FIG. 44D

Worst-Case Multi-Active Far-End Crosstalk

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
150ps(20-80%)	2.0	2.9	2.4	2.4	2.6	2.4	2.9	2.9	2.5	2.8	2.6	2.7	2.8	2.8	1.7

FIG. 44E

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Single-Ended IMLA to Differential IMLA Near-End Crosstalk Approximation

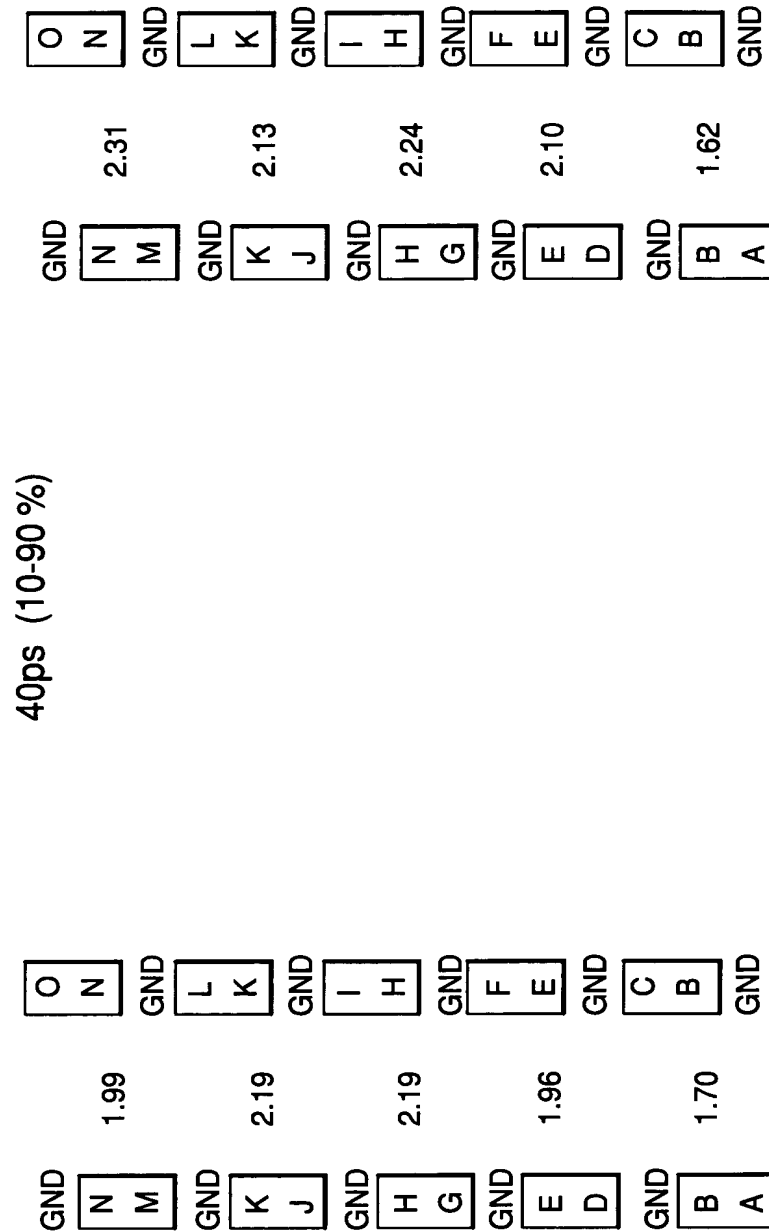


FIG. 45A

Single-Ended IMLA to Differential IMLA
Far-End Crosstalk Approximation

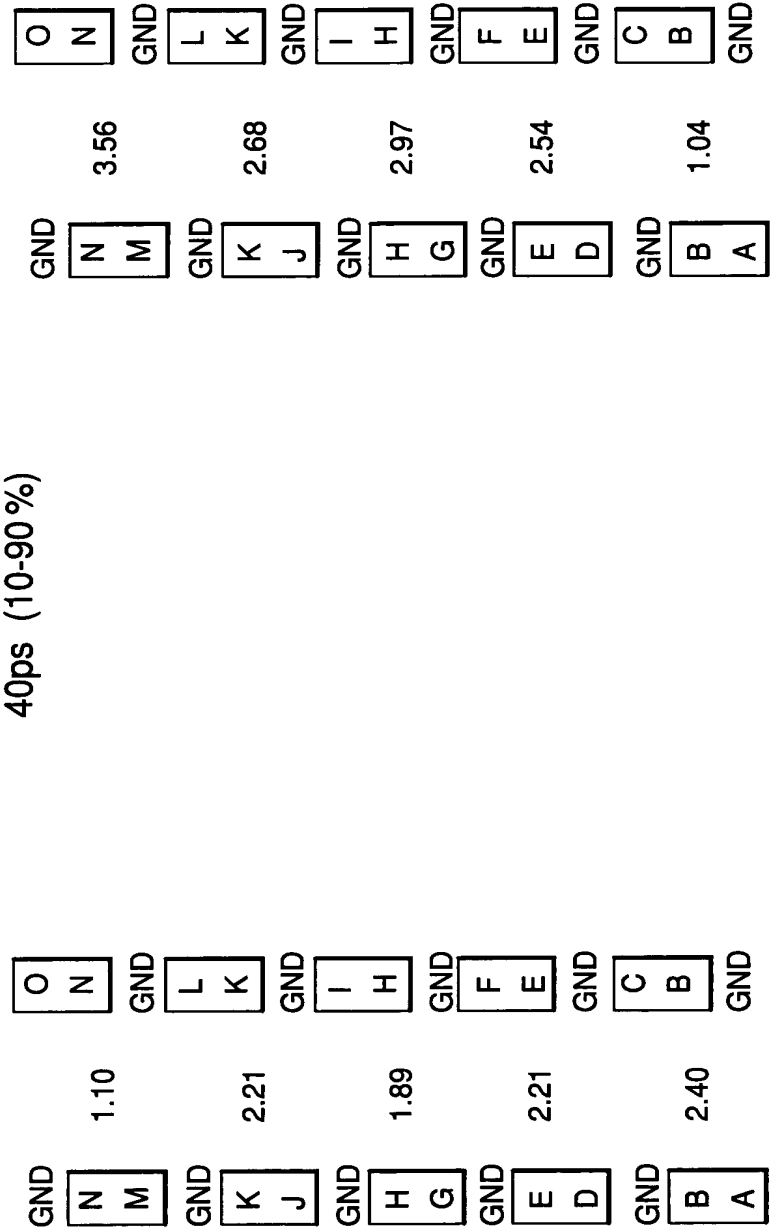


FIG. 45B

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Single-Ended IMLA to Differential IMLA Near-End Crosstalk Approximation

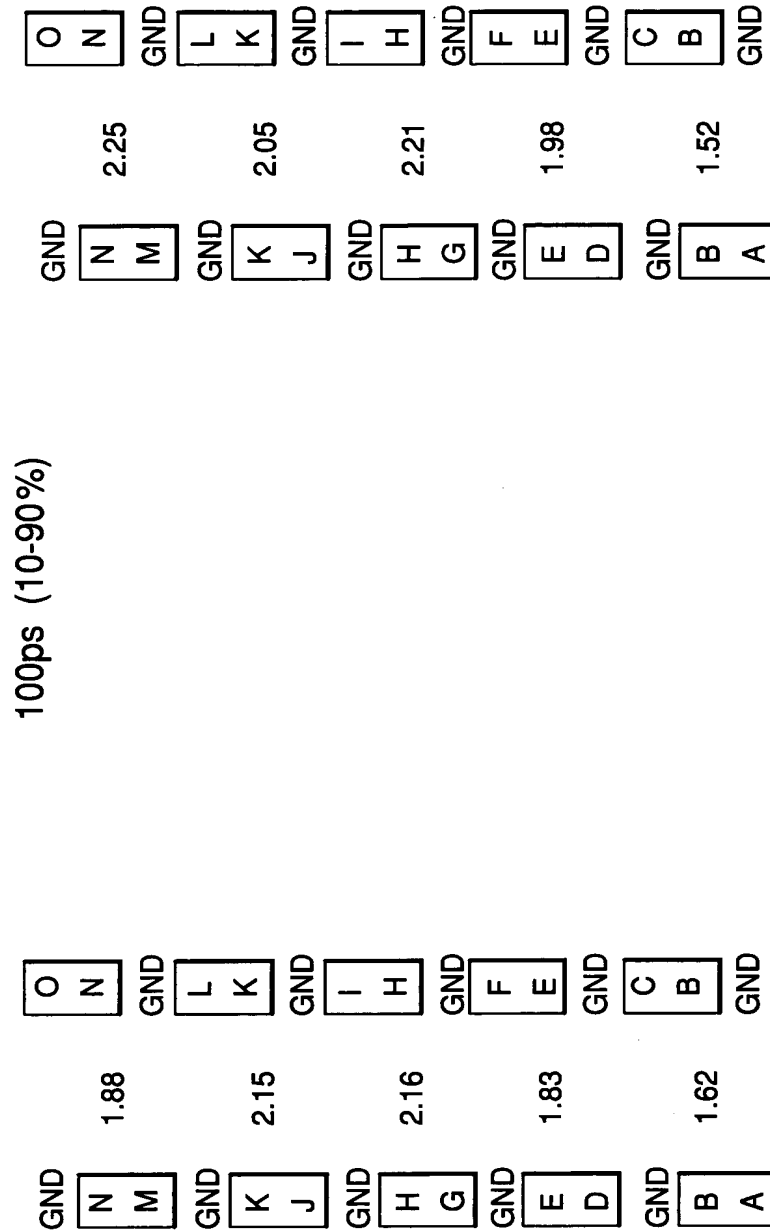


FIG. 45C

Single-Ended IMLA to Differential IMLA
Far-End Crosstalk Approximation

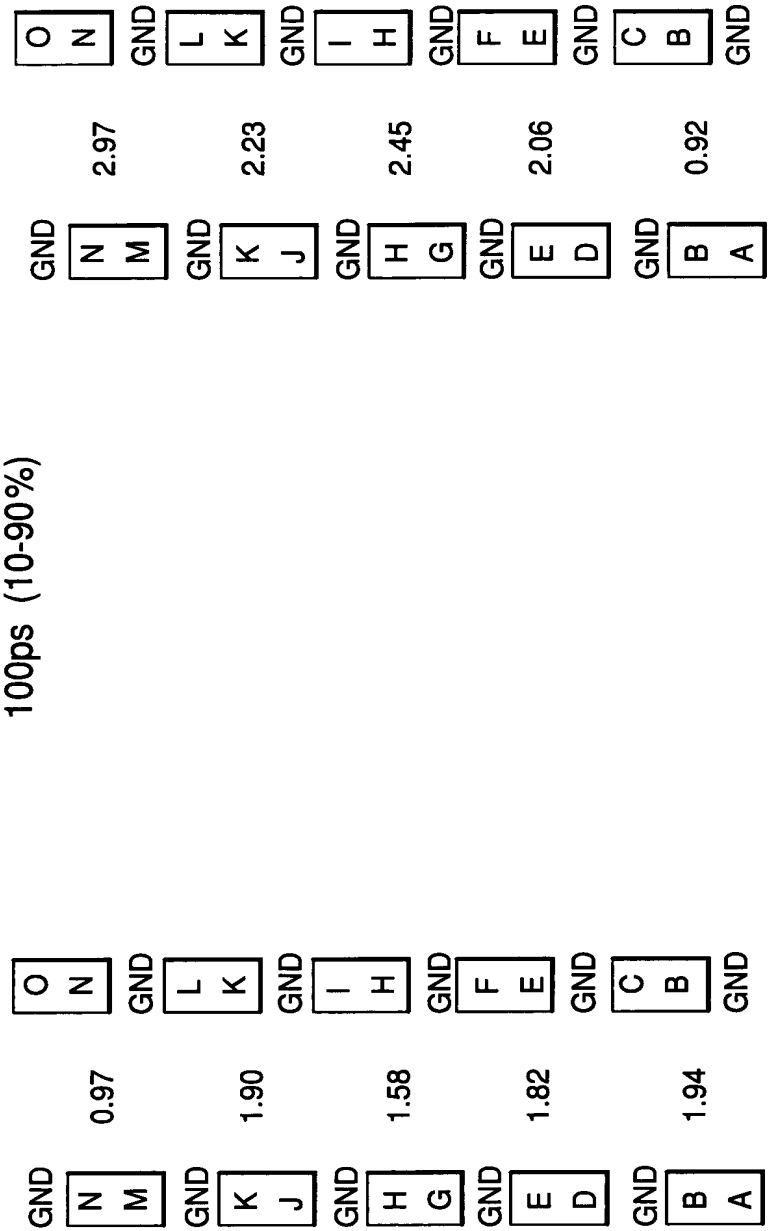


FIG. 45D

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Single-Ended IMLA to Differential IMLA Near-End Crosstalk Approximation

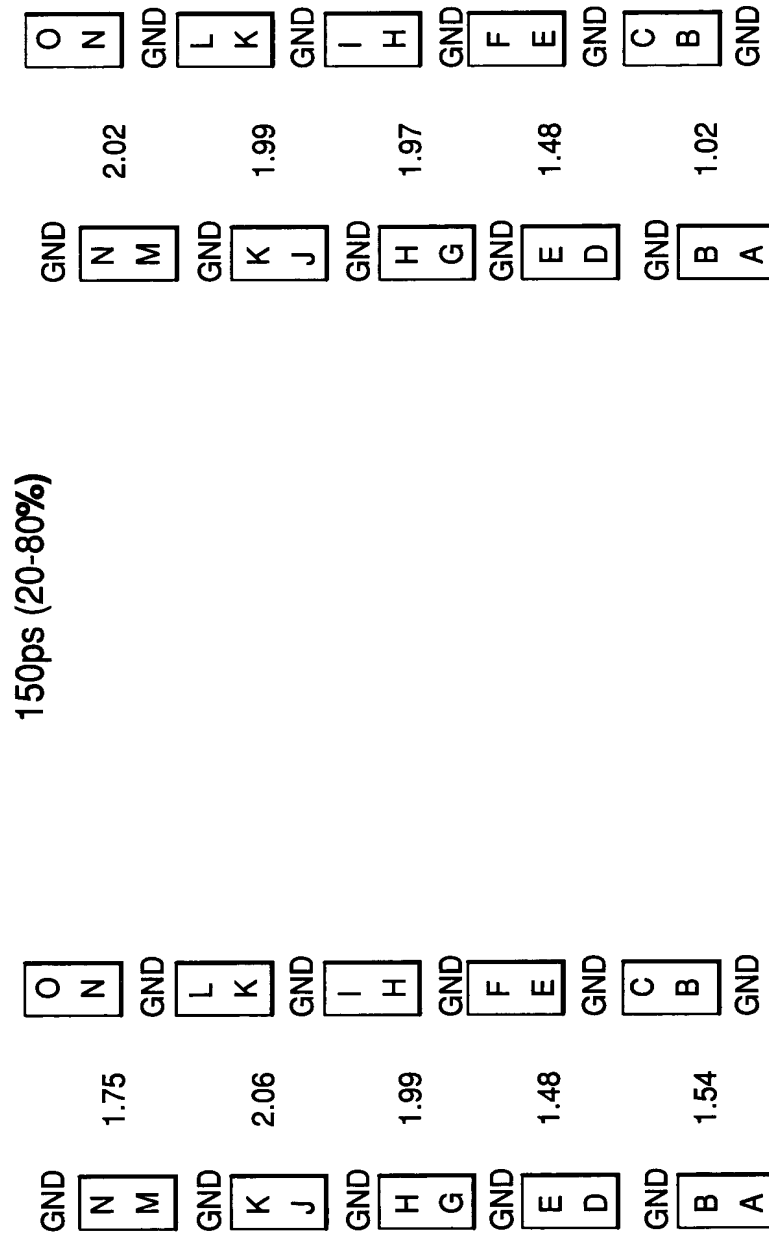


FIG. 45E

Single-Ended IMLA to Differential IMLA
Far-End Crosstalk Approximation

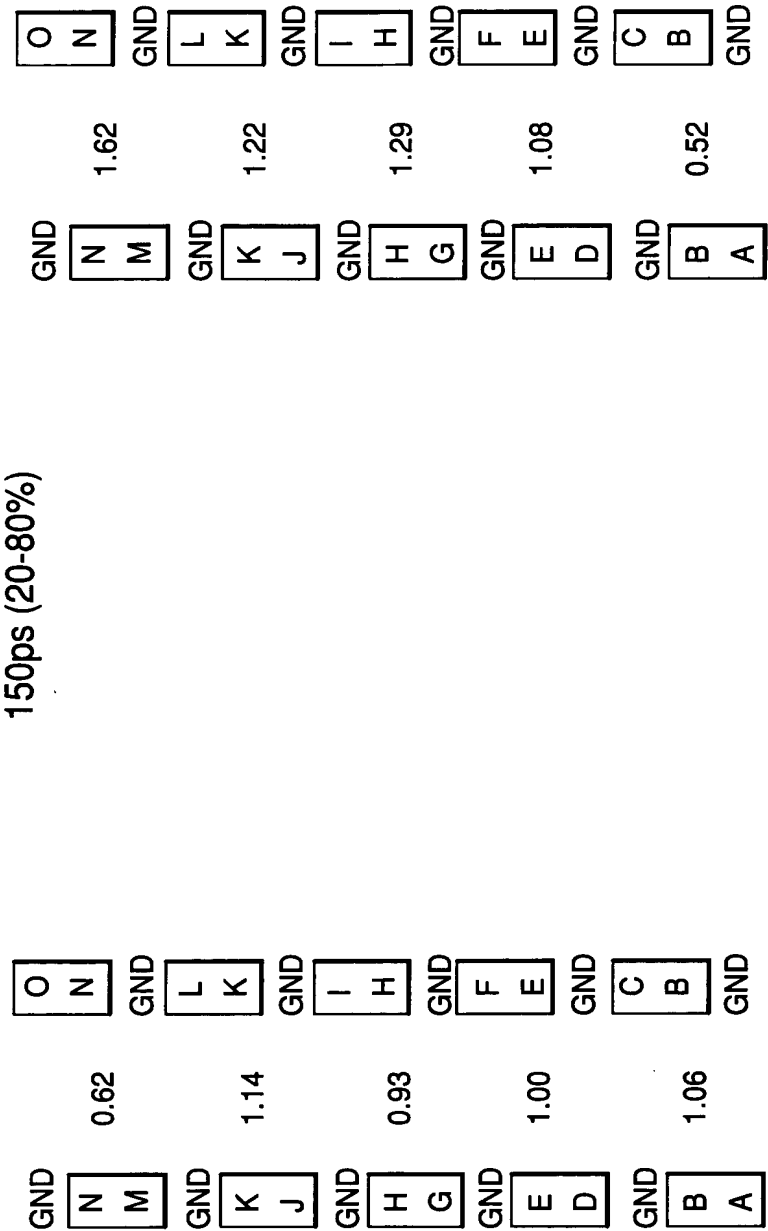


FIG. 45F

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Differential IMLA to Single-Ended IMLA Near-End Crosstalk Approximation

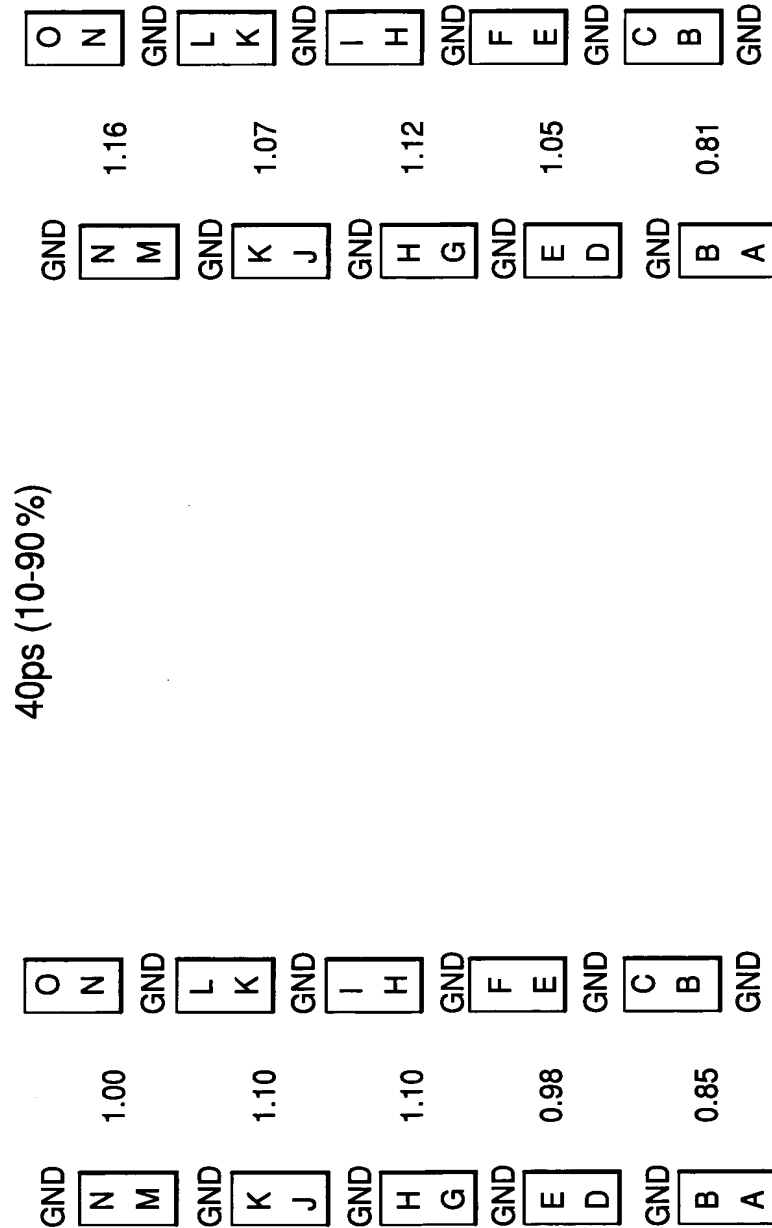


FIG. 46A

[illegible]

FIG. 46B

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Differential IMLA to Single-Ended IMLA Near-End Crosstalk Approximation

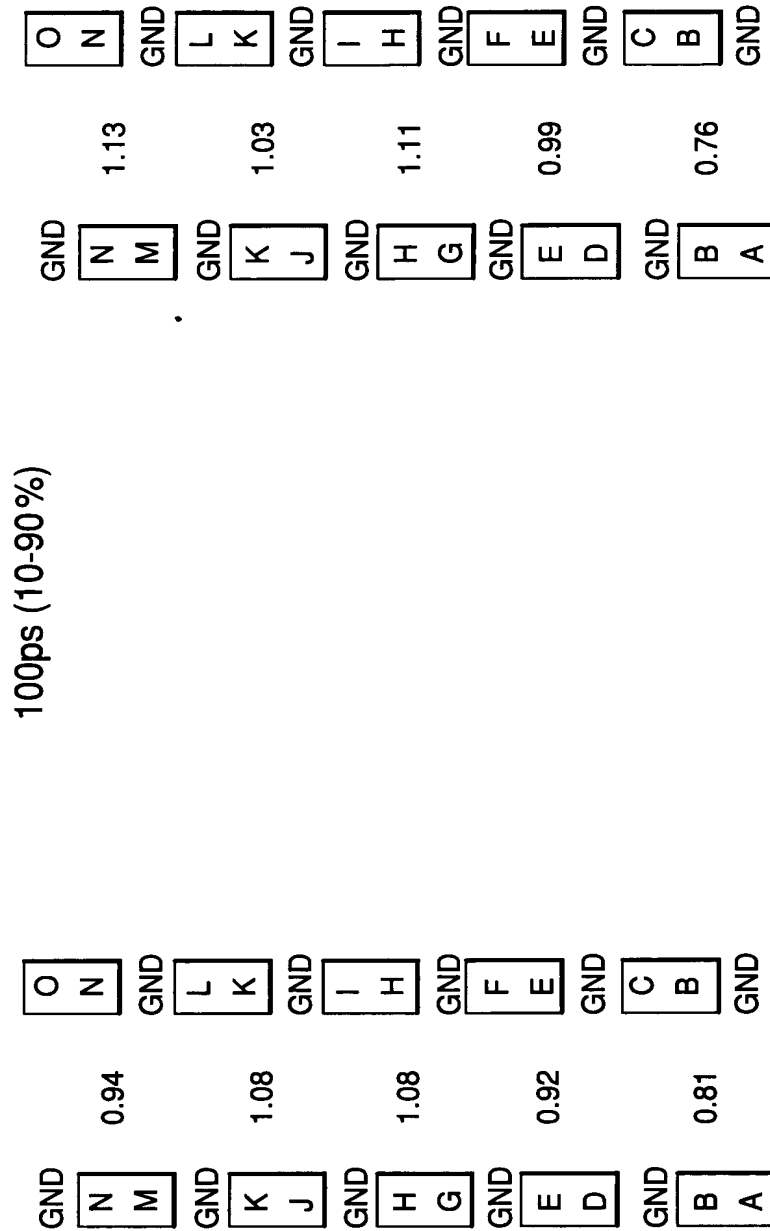


FIG. 46C

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Differential IMLA to Single-Ended IMLA Far-End Crosstalk Approximation

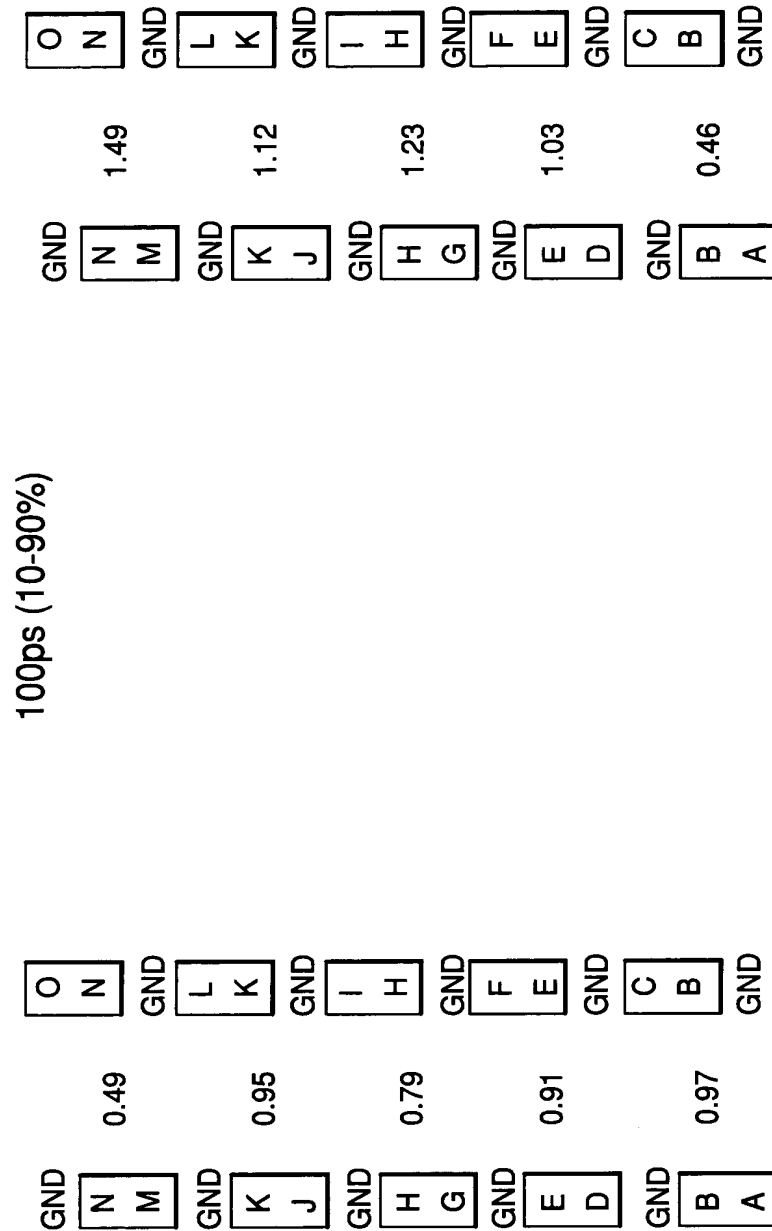


FIG. 46D

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Differential IMLA to Single-Ended IMLA Near-End Crosstalk Approximation

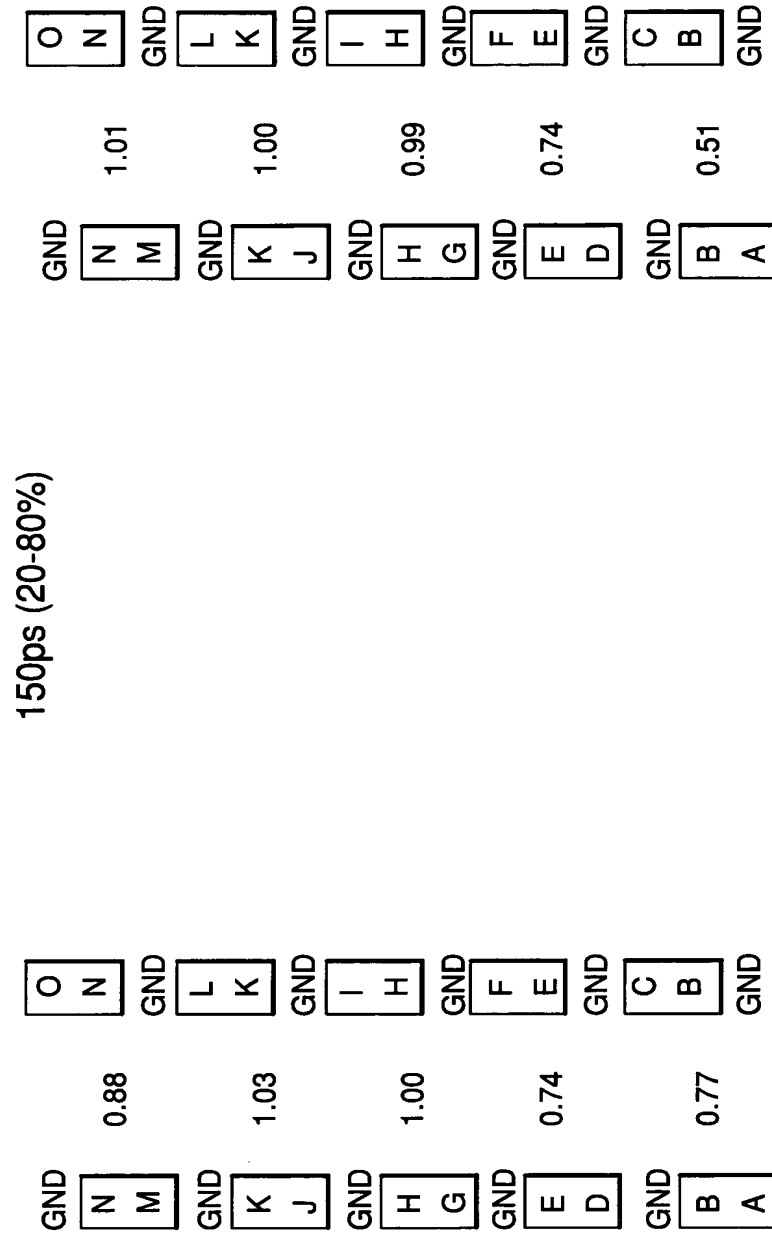


FIG. 46E

